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transit-times



For the Good of Your Community

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OAKLAND, JANUARY 1965

New Officers Elected to Head Transit Board; Directors Take Oath of Office

Willaim H. Coburn, Jr., Berkeley attorney whose personal dedication to public transportation helped lead to the formation and operation of AC Transit, took office this month as president of the board of directors.

Coburn, vice president for the past two years, was named to the top post at the annual election, taking over the gavel from Col. Robert M. Copeland, who served as president since January, 1963.

Elected as vice president was another veteran board member and well-known Oakland businessman, John McDonnell, whose service with the district dates back to 1956.

Coburn, 39, of 1123 Hillview Rd., Berkeley, took over district leadership in a period which is expected to have vital significance in the future of AC Transit and its ability to serve the public.

During the year, the district expects to take part in a joint study to coordinate local bus service in the East Bay with the future rapid transit regional rail system, Coburn pointed out.

From this study, he said, is expected to come the pattern for fares, routing, combination of services and passenger and equipment plans which will affect many riders.

The district also, this year, will meet with representatives of the Carmen's



OFFICERS—William H. Coburn, Jr., seated, newly elected president of the board, and John McDonnell, vice president, confer on network projects of future.

Union, Division 192, to work out a new labor contract.

"We will have the responsibility of providing comparable wages for our employees while maintaining the district's solvency and ability to pay its labor costs," Coburn said.

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UNIVERSITY OF CALIFORNIA

District Plans Transit Coordination Study, Labor Talks during 'Year of Significance'

(Continued from Page 1)

The new president said he would continue to encourage efforts to reduce costs of service by increased efficiency, bringing faster and better bus service to the people and the areas where it is needed.

Similarly, he is dedicated to continuing the program of replacing older equipment with the latest in motor coach design.

Some small neighborhood lines finally are beginning to show growth, with the arrival of new equipment, Coburn declared. Other lines, however, where patronage has fallen off despite new buses and service revisions patterned to meet neighborhood needs, will have to be thoroughly examined, he added.

Preceding the election, Coburn was among three members of the board—re-elected to office last November—who were seated for new terms at brief swearing-in ceremonies.

Judge David Calfee of the Richmond Municipal Court, gave the oath of office to Coburn, as director of Ward I;

William E. Berk of Richmond, director of Ward II, and Ray H. Rinehart of Piedmont, Director at Large.

Active in efforts to secure better local transportation, Coburn was elected to the board in 1958 after civic leaders persuaded him to run as representative of the ward which now includes Berkeley, Emeryville and West Oakland.

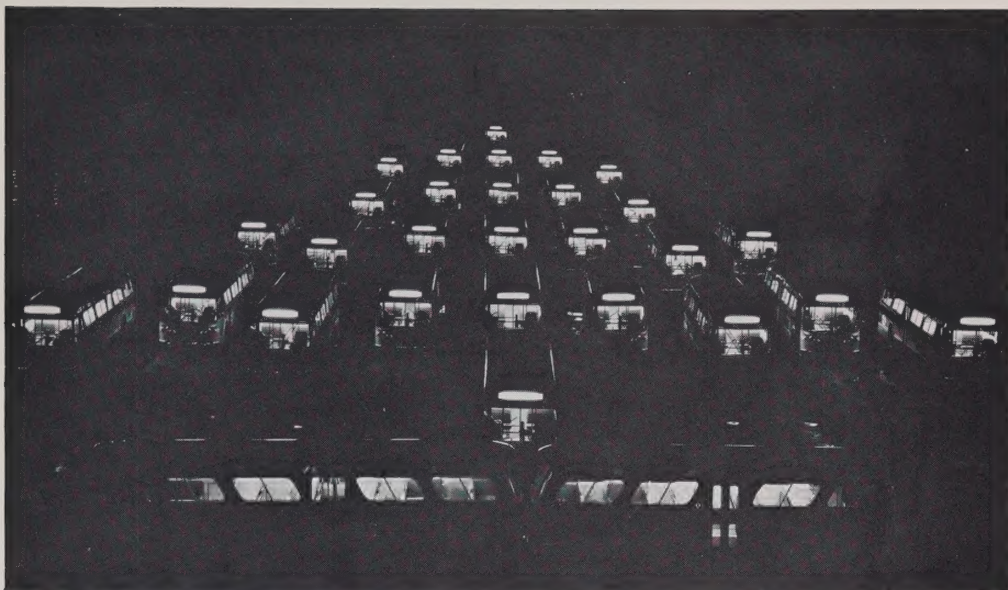
Among his many civic activities, Coburn has served as president of the Berkeley-Albany Bar Association; held a number of posts, including a directorship with the Berkeley Chamber of Commerce, and is past president of Berkeley Exchange Club.

McDonnell, 57, of 5109 Cochrane Ave., Oakland, has been a board member since the district was formed.

Owner of McDonnell Nurseries, he is past president of the California Association of Nurserymen, the Northern Oakland Kiwanis Club, and Orinda Country Club; a past director of the Temescal Merchants Association, and director of the agriculture department, Laney Trade School.

DIRECTORS SEATED—Taking oath as re-elected directors are, left to right, Ray H. Rinehart, William E. Berk and William H. Coburn, Jr., new board president. Judge David Calfee of Richmond administered oath.





CHRISTMAS BUS TREE—Another 30 new buses, their lights glittering in the darkness of the Seminary Division yard, form a giant Christmas tree—symbolic of the district's \$808,400 holiday "gift" to its passengers. The new Transit Liners enabled the district to retire the last of the gasoline-powered motor coaches and gave the system an all-diesel fleet.

New Buses Give District All-Diesel Fleet

Last of the district's gasoline powered motor coaches were put on "inactive" basis this month as another 30 new Transit Liners rolled into service on East Bay lines.

The latest shipment of new buses increased the district's fleet of streamlined coaches to 340—more than half of the property's entire fleet.

The 30 buses also gave passengers one of their costliest Christmas gifts —\$808,400 worth of equipment to make riding faster and more comfortable.

With the shipment, the district could retire the final 26 gas-driven "Macks," which were being used for special service and on some neighborhood lines.

The "Macks," considered the "latest" in motor coach design when they were purchased in 1946-47 for use on the Bay Bridge, will be "mothballed" for emergency use until disposed of.

Fifteen of the new 51-passenger coaches were put into service on bus

lines operating to East Oakland, including the 80's, 40's and 15's, while a like number of 45-passenger buses went into operation on crosstown, neighborhood lines in Oakland, San Leandro and Hayward.

The new arrivals also made available a number of later model coaches for bridge service during peak hours, particularly on long runs, including Lines N, R and K, giving commuters the advantage of all-around better equipment.

The diesel-powered buses are more practical and more economical than the gas models, bringing to an end high maintenance costs.

As an unusual introduction for the new buses, maintenance department workers lined up the coaches in precise formation at the Seminary division yard to form a Christmas tree. With their lights turned on, they were photographed at night to symbolize a yuletide gift to patrons.

Our 'Stockholders' Write...

AC Transit is proud to reprint below a few of the many letters of commendation received during the month—letters unsolicited from residents of the East Bay who are owners of the transit system. Letters were selected at random to represent the quality of courtesy, service and safety demonstrated by AC personnel in their most important relationship with our customers.

... I left a plaid silk shopping bag with new plastic rubbers and cough medicine on the bus ... I reported it to lost and found and a lovely girl answered the phone and was so nice to me and said "your package is here, I have it" ... I want to thank you and the young lady ... she was lovely. I feel it's nice to report things like that to you ...

Mrs. May Bankhead
Oakland

★ ★ ★

... the driver on the 59 Skyline and on the C bus (**A. P. Gumataotao**) in the afternoon is a very good driver ... he is very jolly and always polite, no matter how rude and inconsiderate people are to him ... he actually makes riding the bus fun ...

Lynne McCarthy
Oakland

★ ★ ★

... I was between two coach stops on Foothill Blvd. ... trying desperately to reach the one nearest downtown Oakland. I am recovering from a broken leg ... It is impossible for me to run. Your bus driver (**H. D. Prevatt**) seeing my plight stopped his bus to allow me to get on. He was so pleasant and courteous that I decided to take a few minutes of my time to pay him a compliment ...

Mrs. W. Potter
Oakland

★ ★ ★

I must tell you how grateful I am for your gracious help to me. I am a

nurse without a car, so am a steady user of A.C. When I am sent to certain towns or parts of town, I call you and give you the address and you always guide me right to my destination. I can't begin to tell you how very grateful I am to you and your very courteous bus drivers ...

Burnette Correa
Oakland

★ ★ ★

... It is not often that one finds friendliness, courtesy and thoughtfulness day after day in someone who is subjected to the moods of commuting men and women and the responsibility of safely negotiating a crowded freeway. (**A. R. Blick**) ... has gone out of his way to pick up running late-comers or waited for them when weather was bad ... it was the least I could do in letting AC Transit know what a truly conscientious and worthwhile man they have.

E. L. Webber
Hayward

★ ★ ★

... He (**Joseph P. Jones**) is a splendid, careful driver, who calls out the stops clearly and pleasantly, and signals the transfer points in advance, stating which buses are available at these points ... His appearance is very attractive and his manners are polished and sincere.

Mrs. Frances Sullivan
Berkeley



UNION LEADER — F. Vern Stambaugh, retired after 14 years as president of Carmen's Union, receives a resolution recognizing his dedication to fellow workers and the transit district, from Col. R. M. Copeland, president of the board of directors. With Stambaugh when he was presented with the resolution, was Louis Bailey, second from left, new union president. William H. Coburn, Jr., vice president of the board, added his congratulations.

Board Resolution Commends Outstanding Contributions of Retired Union Head

Personal dedication of Fred Vern Stambaugh to the cause of labor and to the development of public transportation and formation of the Alameda-Contra Costa Transit District, was recognized by the board of directors this month in a resolution presented to him upon retirement.

Stambaugh retired Jan. 4 after serving 14 years as president of Carmen's Union, Division 192.

The resolution cited his close identification with the transition from a privately-owned transit system to today's greatly expanded public utility; credited his work in drafting labor provisions of the transit district law, in working for adoption of necessary legislation, and in supporting bond campaigns and aiding passage of bond issues.

The action of the board also noted the retired president's participation in contract negotiations, characterized by "intelligent, fearless and intense efforts in bargaining for wages and

working conditions" and by a high degree of "personal integrity, honesty and sincere concern for the present and future welfare of the union membership."

The resolution expressed the respect of the board for Stambaugh's devotion to the cause of labor, its appreciation for his efforts in behalf of the formation and development of the district and its warmest wishes for his continued health and happiness.

Elected to take over the post as head of the union was Louis V. Bailey.

40-Year Worker Leaves

Richard H. Lee, who put in over 40 years of service, retired on Jan. 1 from a transit career that included 10 years as a street car conductor and nearly 30 years as a bus operator, at Emeryville and Seminary divisions. Lee, who entered service on Sept. 8, 1924, makes his home at 1079 Oakes Blvd., San Leandro.

Death Takes Toll Among Former Workers

Deaths of a number of "old-timers" in the industry were reported this month, leaving a void on pension rolls.

Charles G. Weatherly, 85, who went to work in 1917 and spent 33 years as a draftsman in the engineering department, died on Nov. 4. He lived at 307 22nd St., Oakland, and was pensioned in 1950.

Richard H. Woolcock, 74, of 2032 100th Ave., Oakland, died on Dec. 8. He went to work as a street car operator in 1923, transferred to the motor coach division in 1935 and retired from driving in 1955.

James E. Prince, who died on Dec. 18, entered as an operator at Western Division in 1925 and worked as a receiver and dispatcher before taking

his pension in 1962. He was 70 and lived at 6036 Harwood Ave., Oakland.

Henry Schopplein, born on New Year's Day in 1877, died Dec. 20, shortly before his 78th birthday. He went to work as an armature mechanic shortly after the 1906 earthquake and served as a car cleaner and watchman before his retirement in 1942. He lived at 941 39th St., Oakland.

Eugene McCarthy, nearly 72 when he died Dec. 19, went to work in 1914 as an operator on the street cars, switching to bus driving in 1933. Mr. McCarthy, who lived at 1632 27th Ave., Oakland, served as a ticket collector at the San Francisco terminal from 1949 until he was pensioned in 1958.

'Just a Little Dinner for Four'

Sweet music will tinkle happily for Louis O. Alward in his 'round-the-world wanderings, along with the best wishes of fellow workers who gave him a surprise send-off party unique in district history.

The schedule expert, leaving after 39 years, had no inkling of any "schedule" like a retirement dinner until he walked into a downtown Oakland restaurant to take advantage of "free dinner tickets" arranged by George Reed, a friend who retired from the district 15 months ago.

Alward discovered, instead, that he was guest of honor at a party, which "snowballed" under direction of fel-

low workers George Harrison and Norman Williams into a gathering of 88 friends . . . the "finest surprise I ever had," in Alward's description.

He was presented with a transistor radio for his travels and with a guest book signed by over 150 fellow employees. A silver plaque fastened to the radio, records details of the presentation.

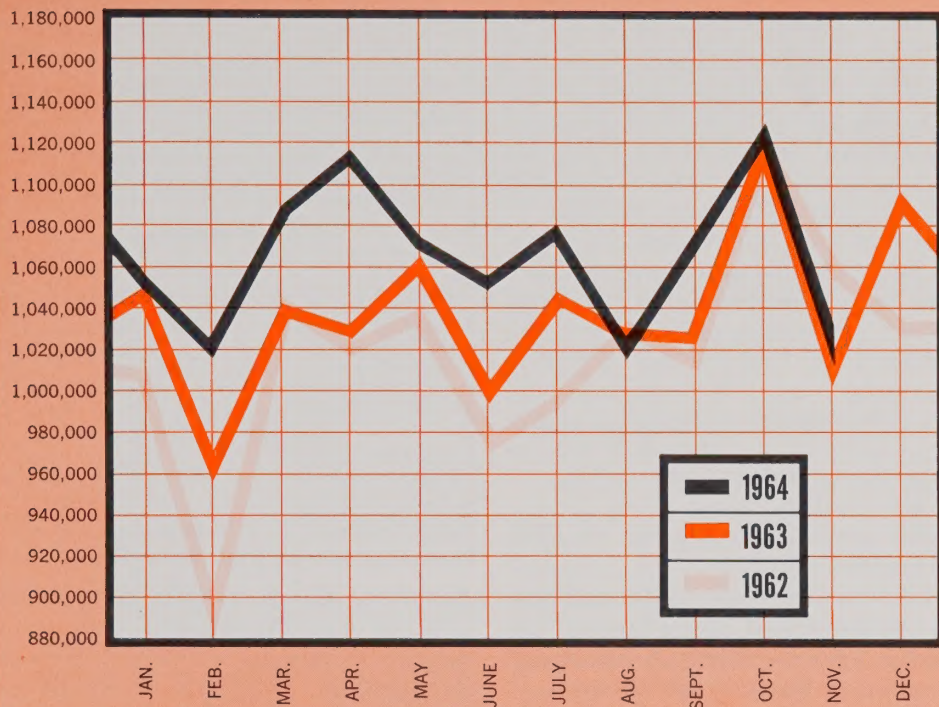
C. M. "Johnny" Walker, superintendent of the Transbay Transit Terminal, acted as master of ceremonies.

Alward plans to "vacation" at Palm Springs this month before starting around the world.

SURPRISE! — L. O. Alward found fellow workers waiting to bid him "fair travels" when he arrived at a restaurant for a "quiet dinner." The informal retirement party was a real surprise.



AC/transit PASSENGER REVENUE . . . COMPARISON WITH PREVIOUS YEAR



AC Transit held a near steady business level during November, recording a slight increase in passenger revenue and the number of riders carried as compared to the same month a year ago.

In keeping with a past pattern, the most notable increase was in commute book sales, with a total for November of \$170,250, an 8.8 per cent increase over sales of \$156,484 a year ago. The district's total passenger revenue was \$1,015,855, a boost of 1 per cent over November, 1963. Of the total, transbay travel contributed \$395,451, up 1.69 per cent, while East Bay revenue showed an increase of .64 per cent.

The number of riders carried on local and transbay lines totaled 4,268,803, an increase of 1.46 over a year ago. Transbay service showed a passenger boost of 3.43 per cent, with 892,672 riders. Local passengers reached 3,376,131, an increase of almost 1 per cent over the previous November.

The district operated 1,833,367 miles of scheduled service, a decrease of 1.5 per cent. Total income of \$1,238,268 was sufficient to cover operational expenses of \$1,036,836, down 1.1 per cent for the month, as well as equipment renewal and bond debt requirements.

Nationally, the transit industry indicated a passenger revenue decrease for the month of nearly 1 per cent.

Safety Record Attained by Seminary Drivers

Seminary Division operators had a welcome treat of coffee and doughnuts during December, in recognition of achieving 12,740 miles of service

operation per accident during the previous month. The record topped the goal for each division of 12,450 miles per accident.

ACTIONS OF THE BOARD

At an adjourned regular meeting Dec. 23, 1964, the Board of Directors:

- Authorized Treasurer-Controller to participate in regional conference of American Transit Association, on motion of Vice President Coburn.

- Established procedure for accumulating and disbursing funds relating to retirement annuity for General Manager, on motion of Vice President Coburn.

- Adopted resolution commending F. Vern Stambaugh, retiring president of Carmen's Union Division 192, on motion of Vice President Coburn.

★ ★ ★

At the regular meeting Jan. 13, 1965, the Board of Directors:

- Elected Director Coburn President of the Board and Director McDonnell Vice President of the Board, on motion of Director Bettencourt.

- Authorized erection of a sign by Naegele Outdoor Advertising Company on district property at Yerba Buena Ave. and Adeline St., Emeryville, at a rental of \$200 a year, on motion of Director Berk.

- Approved revised procedures of Bank of America for destroying redeemed coupons and bonds, on motion of Director Coburn.

- Agreed to jointly administer with

Castro Valley Passenger Shelter Opened

Weather protection was welcomed by Castro Valley bus riders this month as the district opened its fourth neighborhood passenger shelter at Castro Valley Blvd. and Redwood Rd. The

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BOARD OF DIRECTORS

WILLIAM H. COBURN, JR.	President
Ward I	
JOHN McDONNELL	Vice President
Ward III	
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RAY H. RINEHART	Director at Large
WILLIAM E. BERK	Ward II
WM. J. BETTENCOURT	Ward IV
E. GUY WARREN	Ward V

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ROBERT E. NISBET	Attorney
JOHN F. LARSON	Treasurer-Controller
GEORGE M. TAYLOR	Secretary
ALAN L. BINGHAM	Public Information Manager

5

Bay Area Rapid Transit District and City of San Francisco a project, financed in part by a Federal grant, to demonstrate effective methods of coordinating regional and local mass transit systems, on motion of Director Rinehart.

- Approved retention of Mund, McLaurin & Company for an evaluation of claims department operations, on motion of Director Coburn.

- Authorized General Manager to prepare specifications and advertise for bids for purchase of 30 new buses, on motion of Director Coburn.

shelter serves patrons using transbay Line R service; Line 80 connecting Hayward, San Leandro and Oakland; and crosstown Line 91—Hayward-Castro Valley.

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District Takes Steps To Protect Drivers, Halt Bus Rowdiness

An all-out drive to curb hold-ups, rowdiness and vandalism on district buses was launched this month, with solid backing from the board of directors and the staff.

Two-way radios were being tested on three buses, operating on lines in all east bay cities, to test the effectiveness of the communications system, and gain technical knowledge.

Information gained from the tests will be used in determining future use of two-way systems for coaches operating in troubled areas.

A detailed study also was underway of individual bus line requirements to find out if cash carried by operators could be reduced below the present \$50 allowance.

Full District Support

The district made it clear rowdies and hoodlums would be prosecuted to the fullest extent of the law and full legal support would be given if it becomes necessary for an operator to sign a complaint.

General Manager K. F. Hensel told directors that police departments had promised full cooperation and will work with the district.

The decision to equip buses with two-way radios followed the death of driver Perseus Copeland during an

(Continued on Page 2)

John J. Manha Wins First Golden Wheel Award for Service

John J. Manha, 59, a veteran mechanic at the Emeryville Division, was chosen late this month as the first winner of the "Golden Wheel Award for Distinguished Service."

Three judges unanimously concurred in the choice of Manha, paying tribute to his inventive ability, his initiative and cooperation.

Better Maintenance

His own efforts and his work with fellow employees has led to better ways of bus maintenance, at a savings to the district and the public, the judges found.

Manha, who lives at 1469 87th Ave., started working as a machinist helper for the Key System in May, 1932, and according to E. A. Towers, general superintendent of maintenance, is one of the "old-time mechanics who knows his business from the ground up."

He was nominated by a fellow worker, who said John had "designed and built valuable fixtures, jigs, turbine tester, seal lapping machine and a comparator for testing a complete set of injectors for diesel engines at one time. He is always willing to share his knowledge with fellow employees, teaching them at every opportunity the intricate work performed on various types of machines."

(Continued on Page 5)

Two-Way Radios Installed for Test

(Continued from Page 1)

attempted hold-up. Also considered was the action taken by Operator Donald Boyer, in delivering 22 Richmond junior and senior high school students into hands of police when they became unruly on his bus.

The board officially commended Boyer for his action after Hensel reported it had generated the greatest public response of any single incident in district history.

Two-way radios ordinarily assigned to supervisors' cars were being used for the test program, to iron out technical difficulties.



CHECKOUT—Bus Driver Samuel Nichols makes test call on first two-way radio installed on an AC Transit bus.

Bus Driver Killed in Hold-up Attempt

Perseus Copeland, 59, a bus driver for 19 years, was fatally shot on January 20 by a gunman who attempted to hold him up at an Oakland bus stop. First



Perseus Copeland

worker to be killed while on duty since the district was formed, Copeland also was the first bus driver to be shot since 1954, when a Key System operator was wounded.

The tragedy, which stunned the district and fellow workers, occurred when Copeland grappled with the armed robber, pushed him back, then followed him out the door.

One shot was fired, hitting Copeland below the heart. He died a short time later.

A number of passengers witnessed the early morning hold-up

attempt at San Pablo Ave. and 28th St. and were credited by police with giving descriptions which led to the arrest of two men for the hold-up murder.

A top driver with an excellent record, Copeland had been on the Line 72 run since 1948. Described by fellow workers as "mild, good-humored, well-liked and business-like about the job," he had no previous reports of trouble.

A native of New York, Copeland went to work for Key System as a street car operator in January, 1941, leaving on military duty a year later to serve in the Navy. He returned to work in January, 1946 and went to Richmond Division as a driver two years later.

Copeland lived with his wife, Lydia, at 1921 Wanless Ave., San Pablo. She is now making her home with a daughter, Mrs. Vivian Egan, in Castro Valley.

What the Editors Are Saying About Transit

Oakland Tribune:

He Did the Right Thing

BULLY FOR Donald Boyer! Mr. Boyer, the AC Transit bus driver, who took two loads of rowdy students to the Richmond police station last week, may have done the youngsters more good than they might think at this particular time.

At the very least—they learned a lesson. There is no question that they now know that at least one AC bus driver will take only so much abuse and when that point is reached—it's off to the calaboose!

A lesson learned—and not forgotten—is a valuable condiment in the sauce of life, particularly a young life.

The parents of the students who visited the Richmond police station are in debt to Mr. Boyer because his action will help make better citizens out

of their offspring. Perhaps they don't recognize the debt now, and we are sure many of them are still angry, but as time goes on they will know that what he did was for the best.

Rowdiness cannot go unchecked because, in most cases, it progresses into something much more serious. Youngsters can be injured, property damaged and the seeds of future disturbances planted. Mr. Boyer probably eliminated the chances of these possibilities happening.

The students left at the police station were given severe reprimands and sent home. This was considerably better than one of them being injured, or parents having to pay for damaged property.

Mr. Boyer did the right thing.

Action Against Rowdiness Wins Driver Praise from Public and Transit Board

Commendations poured into the district from across the nation this month, lauding bus driver Donald Boyer for twice delivering rowdy school students to the Richmond police station. The response, greatest in district history, included newspaper stories and editorials; radio and television broadcasts, hundreds of letters and over 1000 phone calls.

Comments were in accordance that Boyer had taught a memorable lesson

in behavior, good citizenship and the meaning of freedom to the youngsters and their parents—as well as doing a service for fellow drivers and the district.

Boyer 33, a former oil field worker, turned 22 high school and junior high school pupils from Parchester Village over to police after they became unruly on his bus and he decided “something had to be done.”

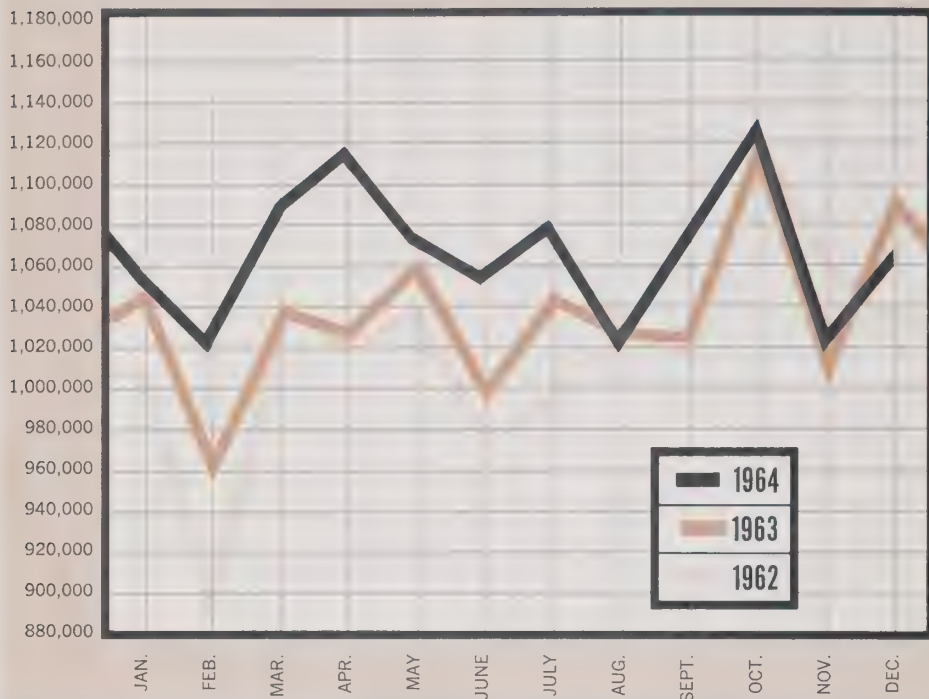
The run, long a trouble area, was noticeably quieter after his action.

Boyer, who works the extra board, came to the district in September, 1963, after picking up driving and AC Transit for his future career.



Donald Boyer

AC/transit PASSENGER REVENUE . . . COMPARISON WITH PREVIOUS YEAR



A wet and gloomy December put the damper on AC Transit's financial record for the month, with passenger revenue and the number of riders carried taking a drop as compared to December, 1963.

Passenger revenue for the month totaled \$1,067,693, a decrease of \$24,892 or 2.3 per cent below the \$1,092,585 in revenue collected for the same month a year ago. The district carried 4,405,084 passengers on its East Bay and transbay lines, a decrease of 2.22, compared to 4,505,138 for the previous December.

Weather-wise, the picture was notably bad. There were no clear week days during the month and only four clear weekends or holidays. There were showers or rain on 10 week days and on one Saturday and three Sundays and holidays, totaling to 14 days of wet stay-at-home weather. In addition, it was overcast on 12 week-days.

Transbay commute book sales however, were \$170,600 as compared to \$158,600, in December, 1963, an increase of 7.6 per cent.

The district operated 1,927,226 miles of scheduled service, a decrease of .4 per cent. Total income of \$1,288,215 was sufficient to cover operational expenses of \$1,112,265, which were down 4.5 per cent for the month, as well as equipment renewal and bond debt requirements.

Wages Paid Goes Up; Withholding Tax Down

Wages totaling \$9,941,310 were paid to 1,919 employees in 1964, an increase of \$433,005 over the previous year. John F. Larson, treasurer-con-

troller, said the amount of income tax withheld, \$1,078,755, was down \$150,363 from the year before, due to a change in the withholding tax law.

Emeryville Mechanic Wins Top Honor

(Continued from Page 1)

Supervisory personnel agreed with the choice, adding that Manha works well with employees and supervisors and does an outstanding job, which has resulted in direct savings to man-



John J. Manha
Golden Wheel Winner

agement in labor and material costs, as well as cutting down on time lost when coaches are out of revenue service.

Quiet and hard working, they said he was "always trying to work out problems of design, improving testing equipment and helping others to make best use of their tools."

A native of California, Manha has been married for 29 years to Lyyli Johannna, who was born in Finland. They are members of St. Louis Bertrand Catholic parish.

Aside from his work, Manha likes to go fishing, usually with an old

friend, Alfred Francis, who retired from the district in 1962.

The award winner will be presented with a \$50 U.S. Savings Bond, specially cast award lapel pin and award certificate.

In addition, his picture, with brief detail of the basis for the award, will be displayed in 10 King-sized advertising frames on District buses, as well as at all operating divisions and in newspapers.

The program of monthly awards has been designed to give recognition to extraordinary service and all-around work performance.

Nominations are being accepted from the public, fellow workers or immediate supervisors. They are evaluated by supervisory personnel before presentation to the judges.

Judges include L. V. Bailey, president of Carmen's Union, Division 192; Clinton Dreyer, executive director of East Bay Chapter, National Safety Council, and Harvey Scott, president of the district's advertising agency.

Previous nominations, as well as new ones, will be considered for the next award.

IN MEMORIAM

Deaths were reported this month of three veterans of street car and early bus driving days.

Raymond Kerns, 73, of 5624 Holway St., Oakland, died January 27. He entered service in 1923 and was pensioned in 1957.

Clarence Scott, 77, who went to work in 1924, died on the same date. He took his pension in 1954.

Charles H. Jenkins, 70, who died February 9, went to work on the cars in 1923, switched to trains in 1930 and to buses in 1941, retiring in 1962. He lived at 2030 84th Ave.

Gas-Powered Bus Rolls In

The long era of gas-powered bus service was brought to an end this month as the district made a farewell run with its last "gas buggy," clearing the way for all-diesel operations.

The memorial run of the 41-passenger Mack through east bay cities turned out to be a happy, neighborly sort of event, enjoyed by riders and "suffered" by the somewhat balky coach—which like many passengers—found streets weren't as easy to climb these days as they were over 17 years ago.

The decorated bus chugged over the Line 43 route between San Leandro, East Oakland, Downtown Oakland, Berkeley and Albany, re-traveling lines familiar when the Macks were purchased in 1947 for transbay and local lines.

The run marked the finale to nearly 44 years of gas-powered bus transportation, with 26 Macks making it to the finish line. Delegated in 1962 to special service and a few neighborhood routes, they were retired last month, awaiting disposal to another property.

Coach 2501 was tuned-up again, however, and taken out for a fling to notify residents, through large signs on the sides, that it was the "last gasoline bus in AC Transit service," making way for "more transit progress."

Painted "tears," on the front of the bus, expressed the only regrets, along with the message, "To my friends, good-bye."

Passengers were presented with souvenir cards, which carried a photo of the bus and a record that it was the end of gas-powered transportation.

At the wheel was Operator Harry W. Grimes, 59, of 8215 Golf Links Rd., Oakland, Seminary Division driver who drove one of the first Macks across the bay bridge in July of '47.

GOOD-BYE TO GAS BUSES — Operator Harry W. Grimes, James L. Viguier, veteran supervisor, and Police Officer Ralph Nilssen could join in a happy farewell to gas-powered service — only the coach had "tears" of regret. Its run over, last of Macks get "de-activation" touches from maintenance workers Alvaro Pinto, left, and John Eckhardt at Seminary Division yard.



to History

The Macks outlasted other gasoline models because of better maintenance records and more comfortable riding. The last 26 rolled up a mileage record of 14,429,327 miles, an average of 554,947 miles per bus—enough to travel 22 times around the globe.

END OF ERA—Souvenir ticket, recording last trip of gas-powered bus, is presented by driver Harry W. Grimes to Mrs. Alex Nelson, wife of a ferryboat captain.



New Employees Roll Along With District; Join Transit Family

Welcomes were in order for the following new employees:

General Offices

Treasury: E. G. Pangelinan, 611-B Haight Ave., Alameda, junior clerk.

Emeryville Division

Maintenance: L. P. Owle, 2845 69th Ave., Oakland; J. R. Ciccolo, 30985 Carroll Ave., Hayward.

Bus Operators: G. L. Jacobs, 1936 E. 25th St., E. L. Davis, 6175 Hillegass Ave., D. W. Marbut, 1221 E. 20th St., Apt. 301; George Au, 1522 Myrtle St., H. E. Holmes, 915 28th St., J. J. Childs, 115 E. 24th St., F. T. Fangelinan, 1701 San Joaquin St. Apt. 5; J. O. Conrow, 2752 14th Ave., P. J. Colvin, 1246 80th Ave., J. R. Higgins, 2014 5th Ave., Claudie Reasor Jr., 2425 Chestnut St., all Oakland; M. D. Kimbrough, 625 Scott St., S. F. Smith, 1645 Folsom St., San Francisco; K. D. Ochs, 6112 Sacramento St., C. L. Webster, 4629 Taft Ave., Richmond; W. L. Roetzer, 1193 Sherman Ave., Alameda; J. C. Greer, 1284 Seville Dr., Pacifica.

Richmond Division

Bus Operators: D. D. Hightman, 4250 Harmon Rd., El Sobrante; R. C. Creer, 100 South 21st St., Richmond.

Seminary Division

Maintenance: Donald E. Forbes, Apt. 80, 27505 Tampa Ave., Hayward.

Bus Operators: J. W. Oberkraemer, 1135 Terrlyn Ave., San Jose; M. N. Laizure, 325 Bixby Way, Milpitas; R. R. Bisbee, 14744 Washington Ave., Apt. 333, San Leandro; T. L. Little, 1828 28th Ave., J. J. Robbins, 2665 63rd Ave., W. H. Edmondson, 3545 Galindo St., Apt. C., all Oakland.

Assistant Division Superintendents Named

L. H. Minear and L. L. McDonald have turned in their uniforms to take over desk jobs and greater responsibilities as assistant division superintendents.

Minear, 52, is "backing-up" the division superintendent at the Emeryville Division, while McDonald began his new assignment at the Richmond Division. R. M. Detloff will continue as assistant superintendent at Seminary Division.



L. H. Minear

The promotions are in line with district policy of advancing employees through the ranks, to train for top responsibilities.

Minear has over 34 years in public transportation experience, covering "everything that rolled, whistled, clanked and floated". McDonald, 47, also has had extensive experience around the system, including over 13 years as a supervisor.

Starting on the Key trains as a boy of 17, Minear broke in under the Key Route's first motorman and conductor, George Ballantyne and M. C. Mitchell. He later became a "night watchman, janitor and just about everything" on the Key pier, walking the trestle, working the searchlight, punching clocks, lowering the ramps for ferry passengers.

Safety Goal Topped

Operators at Emeryville and Richmond Divisions had coffee and doughnuts "on the house" this month, for topping safety goals. Drivers at Emeryville recorded 13,914 miles per accident in January, while the record at Richmond was 12,627 miles. The safety "bogey" is 12,450 per accident.

In 1935, Minear went on the extra board as a conductor, brakeman and motorman on the trains, but a year later, moved over to Oakland Terminal Railway, the freight division of Key System, as a switchman.

He started driving a bus in 1941; was made a supervisor in 1943 and became a central dispatcher in 1950.

Minear, who has two sons, a daughter and four grandchildren, lives with his wife, Louella, at 2227 Manchester Rd., San Leandro.

McDonald, a wartime shipyard welder, signed on as a bus driver in October, 1945, but left in December of '49 to return to Illinois because of his mother's illness.

The "call of the bay area" brought him back in June, 1951, to again take over the wheel. A year later, he was made a training instructor and four months later, a supervisor.

Classified as a central dispatcher in 1961, he's worked both jobs with experience in trains and their problems, as well as buses.

McDonald and his wife, Violet, live at 30453 Hoylake St., Hayward. They have five children.



L. L. McDonald

Appointments Made

William J. Bettencourt, of San Leandro, past president of AC Transit board of directors, will serve during the coming year as chairman of the directors' project development committee.

William E. Berk of Richmond will head the committee on personnel and public relations.

Continuing as chairman of the finance committee will be Ray H. Rinehart of Piedmont.

Refugee Gives Up Country and Career To Find Freedom, Work Without Fear

What's it like, to adjust to life in a new country, after relief and fear begin to dim a little? Does the gilded picture of freedom in America look a little tarnished, nine years after escape to this country?

Not to Lorentz Fulop, 40, of 3219 Central Ave., Alameda, maintenance employee at the Seminary Division.

Although Fulop gave up a career as a mechanical draftsman and as a music teacher, when he gave up his country of Hungary, he is "so happy here — I still can't say enough, we're all so happy, so glad."

For the past two holiday seasons, some of his feeling of gratitude traveled through the east bay and to San Francisco — in the "Seasons Greetings" and other holiday decorations, drawn on the "Candy Cane Express" operated by the district.

He also did the art work on the front of the last gasoline coach, when it made its farewell run.

Fulop, always happy to "help out", has not forgotten his escape from Hungary in 1956 — or the warmth of his welcome in America.

A sergeant in the German tank corps in World War II, Fulop was taken prisoner by the Russians after the war was over. Finally "allowed" to return

to his work as a draftsman, he saw his mother's farm and house confiscated and learned about fear and distrust.

"I was no good for the Communists", he explains tersely. After taking part in the revolt against the Communists in his country, he knew "sooner or later, would come the knock on the door."

With his wife, Maria, and son, Thomas, he made his way to the Austrian border and walked 10 miles through swamps in a storm to escape.

Brought to Alameda by the Christian Reform Church, Fulop learned English and found a job. When his eyes began to bother him, he turned for a while to music teaching.

But, as an American citizen, Fulop also learned there were advantages to regular hours and pay. Two years ago, he went to work for AC Transit. And he has the "happy life."

He brought his parents-in-law here from Hungary and still hopes to bring his mother. His son, now 21, is studying to be an attorney; he has a little girl, Anna Maria, 4.

Someday, perhaps, he might return to Hungary for a visit. But fear remains. He's afraid to leave America — "some things you don't forget."

WHO'S SAD? — Lorentz Fulop, Hungarian refugee, is glad to use talents from a previous career. As an AC Transit worker at Seminary Division, he's found the "happy life".



MASTER SHOPPER — Howard Beebe, manager of purchases and stores, right, takes the measure of a new type tire, expected to do 100,000 miles. L. R. Butler, below, checks file on supplies.



Simple Arithmetic

Purchasing Keeps the Wheels Turning

All departments cooperate to keep the “wheels rolling” for AC Transit, but if it wasn’t for purchasing and stores — the wheels might not be there, nor the “rolling.”

As manager of purchases and stores, Howard D. Beebe considers the job of securing material, supplies and equipment for the district “pretty simple” — if you know arithmetic.

But he also admits the job is interesting because it is so diversified. He and his staff deal in everything from “diesel to doughnuts” and from buses to retirement pins.

He might, at one minute, be considering different makes of steam cleaners, and the next, considering what shrubbery would be the best for district landscaping.

And there’s nothing simple about obtaining the best products to do the

best job in giving the lowest possible cost per mile.

The formula, according to Beebe, works this way:

The department knows how many scheduled miles buses operate; how many miles a bus will run on a gallon of fuel; the number of quarts of oil necessary; how many miles a tire will travel; at what mileage it will be necessary to replace parts.

With these known factors and the use of arithmetic, quantities can easily be determined — allowing important time to study how various models and products will perform.

Fuel, oil and tires are the major items — the specifications for new motor coaches are a joint effort of operating, maintenance and purchasing departments. Like other expenditures



"FROM A TO Z"—Invoice clerk R. R. Dunn, left, and senior buyer T. E. McIntyre consider price lists on supplies. Above, L.B. Patton itemizes parts for buses in automotive storeroom at Emeryville Division.

that exceed \$3,000, contracts for buses are made after obtaining formal bids.

Fuel and lubricants are purchased on a minimum three year contract; tires are furnished on a service rental agreement based on a cost per mile, issued for a minimum of five years.

In addition, the department carries 8,000 items in stores. Of these, 5,000, with a unit value of 50 cents or more, are controlled by posting of issues and receipts in a kardex file, with cards being forwarded to the purchasing division when the stock needs replacement. Issues are charged to the type of bus they are used on, giving accurate maintenance costs of various models.

Items under 50 cents are not put through the card system, but are checked to keep the supply at proper level.

As to variety, Beebe can report a wide range, including tickets, transfers, coin wrappers, money changers, mechanics' clothing, cleaning compounds, machine tools and office supplies.



A "master shopper" since 1929, Beebe joined Key System Transit Lines in 1947. The personnel in his department have an average of 17 years of service, with E. V. Johansson at the head of the list with 35 years.

Besides Beebe, purchasing includes O. M. Amaral, R. R. Dunn, L. E. Gerhart and T. E. McIntyre. The stores department, under J. A. Krajcar as supervisor, includes J. F. Abeyta, G. A. Akers, Jr., L. R. Butler, L. M. Gilmore, R. L. Goforth, A. D. Grier, Johansson, Edward Keaton, V. R. McNeely, L. B. Patton, Edward Rogers, G. P. Salles and J. L. Warren.

ACTIONS OF THE BOARD

At an adjourned regular meeting Jan. 27, 1965, the Board of Directors:

- Authorized Purchases and Stores Manager to participate in regional conference of American Transit Association, on motion of Vice President McDonnell.

- Authorized General Manager to investigate feasibility of installing two-way radios on district buses, on motion of Director Bettencourt.

- Commended Director Copeland for faithful and devoted service as President of Board during 1963 and 1964, on motion of Director Warren.

- Declared intention of the Board that any adjustment in compensation of General Manager will be retroactive to January, 1965, on motion of Vice President McDonnell.

* * *

At the regular meeting, February 10, 1965, the Board of Directors:

- Authorized General Manager Hensel to represent the District at the funeral of Jesse Haugh, former president of Key System Transit Lines, on motion of Director McDonnell.

- Authorized expenditure of up to \$800 for engineering and testing program of two-way radio equipment on buses, on motion of Director Copeland.

- Increased budget for evaluation

Committee Named to Study Legislative Actions

A special committee has been appointed by board president William H. Coburn to review State legislation and discuss possible changes in AC

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ROBERT E. NISBET	Attorney
JOHN F. LARSON	Treasurer-Controller
GEORGE M. TAYLOR	Secretary
ALAN L. BINGHAM	Public Information Manager

5

of claims department operations to \$2,000, on motion of Director Rinehart.

- Recommended to Toll Bridge Authority that it take early action to facilitate construction of one of the proposed additional bay bridges and approve recommendations of their engineers as to which crossing has priority, with provision that rights of way for both crossings be defined and protected, on motion of Director Warren.

- Commended Operator Donald Boyer for action in handling unruly students on bus, on motion of Director McDonnell.

Transit District law. The committee includes directors John McDonnell, Ray H. Rinehart and E. Guy Warren, with Warren as chairman.

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For the Good of Your Community

Vol. 7 No. 11



OAKLAND, MARCH 1965

AC Transit Growth Continues; Rider Increase Highest on the Pacific Coast

AC Transit attained the "Best in the West" record for 1964 by showing the biggest passenger increase among major transit companies on the Coast.

The district carried 52,768,195 riders on its East Bay and transbay lines during 1964, as compared to 51,922,823 passengers in 1963, an increase of 1.63 per cent.

Other major transit lines showed a decrease for the year, with the exception of San Francisco Municipal Railway which showed up on the black side of the ledger with an increase of 0.7 per cent in riders carried.

Southern California Rapid Transit District in Los Angeles was down 4.4 per cent. Long Beach Public Trans-

portation was down 1.0 per cent. Pasadena showed a decrease of 5.8 per cent. Rose City Transit of Portland recorded a decrease of 8.7 per cent; Sacramento Transit Authority, down 5.9 per cent; San Diego Transit System, down 12.8 per cent, and Seattle Transit System, down 5.9 per cent.

Nationally, AC Transit was one of four transit properties carrying a million or more passengers to show an increase in riding. Others included New York City Transit Authority, Chicago Transit Authority and Philadelphia Transportation.

The transit industry as a whole showed a .76 per cent decrease in riders carried during the year.

Bus Operators Top Safe Driving Record

Passengers had their safest ride yet as the district's three motor coach divisions topped previous records in February by averaging 13,650 miles per accident for the month.

The record, highest since the district began operations in October, 1960, beats the 13,250 miles per accident figure reached in April, 1964.

At the same time, drivers at the Emeryville division cracked a safety goal of their own, with 15,434 miles per accident — the best divisional average yet. Richmond previously held the honor, with 15,293 miles per accident, also tallied in April of last year.

Operators at Seminary division added to the present record with 13,609 miles per accident — well over the goal of 12,450 miles.

Both divisions received the traditional treat of free coffee and doughnuts.

INSTITUTE OF GOVERNMENT

APR 1 - 1965

UNIVERSITY OF CALIFORNIA

District to Continue Transbay Service After Inauguration of Rapid Rail System

Buses still will be operated by AC Transit across the Bay Bridge to San Francisco after the Bay Area Rapid Transit District inaugurates transbay train service.

Directors of the district made this position clear this month in taking steps to preserve continued use of the Transbay Transit Terminal in San Francisco. The facility is leased by the district from the State Toll Bridge Authority.

While some loss in passengers to BARTD can be anticipated, directors

Adjustments Made to Local, Transbay Lines

Adjustments were made on 12 lines this month, tailoring service with level of patronage.

To accommodate an increase in riders, an additional morning and afternoon trip was added to Transbay Line L (Richmond), while another afternoon bus was put in operation on Line 31 (Oakland-Richmond Express).

Line 14 (Brookdale) was extended to a new terminal loop, via 35th Ave., School St., Coolidge Ave. to Brookdale Ave., to serve a wider area.

Night operations were reduced on three local lines, including Line 72 (San Pablo Ave.), Line 69 (6th St.-23rd St.) and Line 68 (Roosevelt-Garvin).

Inbound trips on Lines 80, 81 and 82 (East 14th St.) were adjusted during the night peaks to better enable buses to maintain schedules.

Minor time changes were made in Saturday operations of Lines C (Piedmont), E (Claremont) and O (Alameda) while maintaining the same headway. Headway on Line L on Saturdays was changed from 35 to 40 minutes.

said there are East Bay areas where bus service will continue to provide faster, more direct and more convenient transbay transit than the new rail system.

The directors voted to make this position clear to the Toll Bridge Authority, the City of San Francisco and Western Greyhound Lines, stressing they had no anticipation of abandoning transbay service or use of the terminal.

The board action followed a proposal by San Francisco officials that the terminal be taken over by Greyhound for its commute buses after rapid transit goes into service.

William H. Coburn, Jr., president of the board, pointed out that AC Transit doesn't intend to give up its transbay lines and the State should be advised that the district plans to use at least part of the terminal when BARTD is operational.

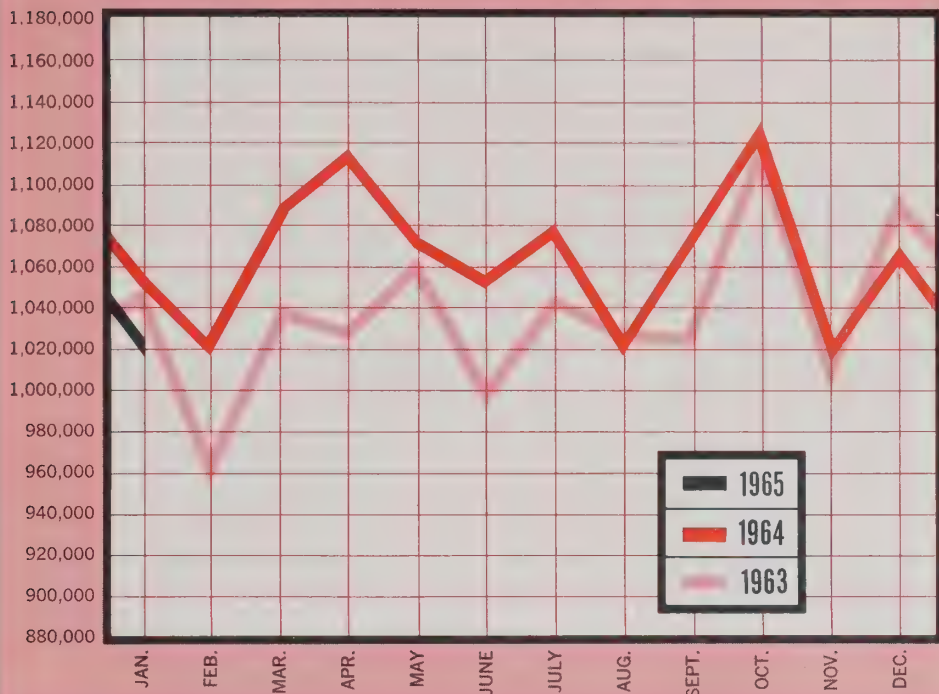
Public Convenience

"As long as people want to ride our equipment, and it is profitable, we will keep buses rolling across the Bay," declared Director William J. Betten-court. It is our responsibility to see that residents of the East Bay have good transportation; many may not want to transfer from a bus to a train and repeat the same process on the return trip, he added.

Director Robert M. Copeland concurred that there are areas where transferring between buses and trains would not be as attractive as a single continuous trip by motor coach.

In any case, directors agreed that buses would continue to roll across the bridge as long as people ride them.

AC/transit PASSENGER REVENUE . . . COMPARISON WITH PREVIOUS YEAR



The first month of 1965 experienced a drop in both passenger revenue and the number of riders carried, putting the district on the red side of the ledger for January as compared to the same month in 1964.

Passenger revenue for the month totaled \$1,023,590, a decrease of \$33,360 or 3.2 per cent below a year ago. The district carried a total of 4,379,141 passengers on its lines, a decrease of 2.46 compared to the total of 4,489,718 in 1964. Commute book sales also were down, with \$173,889 tallied in January, as against \$179,618 a year ago, a decrease of 3.2 per cent.

The district operated 1,876,522 miles of service, down 84,705 miles or 4.3 per cent below the mileage operated in January, 1964.

Total income of \$1,250,251 was sufficient to cover operational expenses of \$1,105,926, which were down 2 per cent for the month, as well as equipment renewal and bond debt interest.

Nationally, the transit industry indicated a decrease in patronage of 5.92 per cent.

Veteran Workers Retire from Transit Careers

"Busmen's holidays" were in order this month for workers who have joined retirement rolls. They include:

John J. Jacoby, 980 Mountain Blvd., Oakland, a bus driver for 30 years, who retired from Emeryville Division.

Mrs. Virginia Gamble, 2014-A Clinton Ave., Alameda, who has worked

in the accounting and treasury departments since August, 1943.

F. Vern Stambaugh, 6141 Broadway Terrace, Oakland, who went to work as a rail operator in 1925, became a bus driver in 1933 and served as president of Carmen's Union, Division 192, from 1951 until January, 1965.

The Great Pier Fire



UNSOLVED MYSTERY—Under debris to the left of the fireboat and near ferry boat ramp, in photo above, is the spot where a criminologist pinpointed start of the Key System pier fire of 1933. The report claimed fire was purposely started by a marine flare. Spread by creosoted material, it left this skeleton of terminal and equipment.

The explosive Key System pier fire of 32 years ago took on a new glow of mystery this month with the uncovering of a secret report, which labeled the blaze as a definite incendiary plot.

The report was compiled by the late Edward O. Heinrich, noted Berkeley criminologist who made an investigation of the fire after top Key officials decided it had been maliciously and purposely started.

Heinrich backed their suspicions with detailed findings, including photographs, diagrams, and "sealed envelopes of evidence."

He completely outruled any chance that the fire started from a dropped cigaret or cigar — as popularly believed at the time — and said it was caused by a marine flare, which was

released to play against a piling near the water level, beneath the east side of slip No. 2.

The fire, discovered at 10:02 p.m. on May 6, 1933, leveled the pier terminal, left 14 cars and most of the rails a mass of twisted wreckage, destroyed all other property at the terminal, and burned the ferry boat, "Peralta."

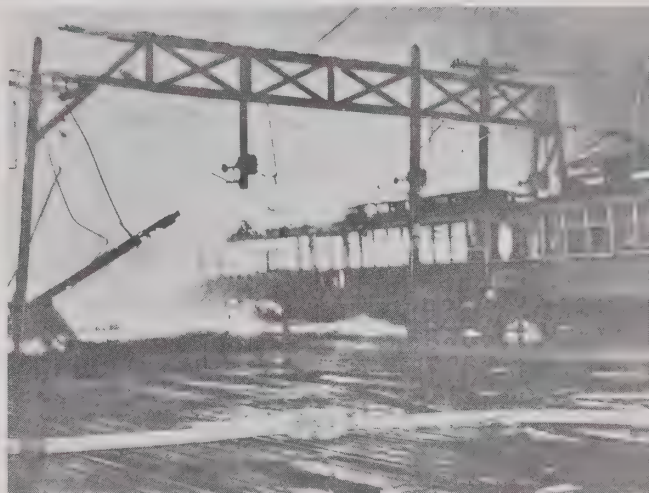
The \$3,000,000 blaze suspended Key's transbay service for three days, inconvenienced commuters, and provided a spectacular sight for watchers on every hill vantage point on both sides of the Bay.

And it posed a still unanswered question: "Who started the fire?"

The Southern Pacific extended its help during the emergency, honoring Key System tickets. Train service soon



FIRE — AND AFTERMATH — Before it was leveled by mysterious blaze, the Key pier, above, looked like "castle in bay." Photo at right, from Vernon Sapper historical collection, shows flames crackling through cars, poles, fire hose. Below is ferry boat Peralta, twisted and gutted by fire.



was provided to one remaining ferry slip, using stub tracks on part of the pier outside of the former train shed. Despite the severe loss, work on rebuilding began immediately and a new terminal was opened in October, 1934.

In the meantime, Heinrich's report was kept secret by officials, who made their own unsuccessful search for the arsonist. Even men most concerned with ferry boat service knew nothing of the conclusions.

Heinrich's report, found among old files after AC Transit moved into its present quarters, tells of finding ashes from the marine flare. It places the point of fire origin as between the east ramp of slip No. 2 and the public rest rooms, well below the dock, along a stringer east of a mooring spar.

On the stringer and at other points, he found deposits of the abnormal ash. His report excludes an accidental origin or a fire hazard as a contributing factor. He listed the "purpose" as one to cripple train service without loss of life.

The report also adds a new mystery. What happened to the complete file, including the "sealed envelopes"?

Some Remember

OUT OF THIS WORLD —
Considered a top expert
on turbine electric ferries
on San Francisco Bay,
Howard D. Hickman has a
treasure chest of memo-
ries.



DISCOVERY OF A REPORT on the Key pier fire of May, 1933, led to another discovery this month, that some of the top men from wistful ferry boat days are still very much among us, with vivid memories of transportation experiences which included seagulls, fog — and sometimes, disasters.

One of the experts, Howard D. Hickman, lives in active retirement at 42 Diablo Circle, Orinda, after an around-the-world military career that preceded and followed his 17 years with the Key System fleet of ferry boats.

Hickman left Key in 1940, after 10 years as manager of the Marine Department, to become a much needed officer in the Army Transportation Corps.

But in between wars and decorations, he was part of the era of the turbine electric drive ferry, bringing the first boat, the “Hayward,” into the Bay from Los Angeles in 1923.

As an engineer “in the know,” he was persuaded to join Key to teach other engineers about the new form of power. For nearly two decades Hickman had his office at the Key pier terminal where he got to know “Eddie” (the one-legged seagull), all the ferry boats and the rushing commuters, with their quirks about seats

and how to be among the first to get on and off the boats without giving the impression of running.

During his years of handling ferry-boat operations, Hickman knew the major catastrophies, including the great May, 1933 fire. He discounts that it was “incendiary” and believes it was caused by a dropped cigaret.

Just before the fire he had gotten the “Peralta” repaired and “in beautiful shape.” After the fire it was his job to look over the charred and twisted wreckage and report the ferry boat a total loss. Hickman also recalls when the “Peralta” dipped her bow in the water, washing commuters into the Bay.

200,000 Fair Visitors

But he remembers as his busiest day the opening of the Golden Gate International Exposition in 1939 and the problems of handling 200,000 daily visitors. The inadequate pier on the east side of Treasure Island was built against Hickman’s recommendation and the result fulfilled his prophecy — that it would be “knocked down the first day.”

Hickman confines his transportation now to dry land — and the carrying of material for garden walls, built with rocks from his travels.

Our 'Stockholders' Write...

AC Transit is proud to reprint below a few of the many letters of commendation received during the month—letters unsolicited from residents of the East Bay who are owners of the transit system. Letters were selected at random to represent the quality of courtesy, service and safety demonstrated by AC personnel in their most important relationship with our customers.

We would like to express our appreciation for the service you provided our four kindergarten classes in demonstration of safety precautions on your AC Transit coach . . . many of our children had no previous experience with this kind of transportation and we are hopeful that they now have a good start in becoming thoughtful and conscientious travelers . . .

Teachers and Principal
Franklin Elementary School
Berkeley

★ ★ ★

. . . I had my first bus rides, Berkeley to San Francisco and return . . . the trip to Berkeley posed some problems for the bus driver; a man deposited the wrong sum and the driver was most courteous and explained the error . . . later two women got on with two children — wrong bus — again the driver was patient, courteous and with good humor gave them the necessary information and transfers . . . I was so impressed with his (**C. H. Thompson**) geniality . . . my fears of riding buses were dispelled.

Marjorie B. Walker
Berkeley

★ ★ ★

. . . For the past few years I have not been able to drive a car, after having had the use of one for years . . . your buses are pleasant to ride and I avail myself of your 60 cent passes very often on Sunday and holidays . . . your

drivers are always helpful and courteous, especially to the elderly. When I have to phone for schedules or information . . . your operators are always patient in telling me exactly what route to follow . . .

Lane D. Saunders
Berkeley

★ ★ ★

. . . I want you to know that **Jim Libby** is a very nice man. He is nice with we children and so in return we be very nice to him. One time . . . I was late getting home . . . several buses went past but we didn't want to catch them. Our transfers expired so we paid another dime to get on his bus . . . us kids like him . . .

Mitchell Hursel
Oakland

★ ★ ★

. . . enclosed is my cheque for . . . tokens . . . I would like to say that I do a lot of bus travel and your drivers are always kind . . . I just like bus travel . . . The (tokens) are not for me, but will make a . . . good gift.

E. V. Hardie
Berkeley

★ ★ ★

. . . The driver (**R. P. Pracht**) was extremely courteous and noticing this, I also noticed that he drove the bus very smoothly and efficiently . . . he is a credit to himself and your organization . . .

Charles W. Kieser
San Francisco

ACTIONS OF THE BOARD

At an adjourned regular meeting Feb. 24, 1965, the Board of Directors:

- Opened bids for purchase of coin assorting and counting machines, and authorized General Manager to make award to Fitzgerald Electro-Mechanical Co. if bid found to be in order, on motion of Director Rinehart.

- Amended requirements for district membership in California Association of Publicly Owned Transit Systems, on motion of Director Rinehart.

- Authorized extension of Line 14-Brookdale Ave., on motion of Director Rinehart.

- Notified California Toll Bridge Authority that District will require continued use of Transbay Transit Terminal in San Francisco after rapid transit is in operation, on motion of Director Rinehart.

Express Service Hits Best Day in Revenue

The intercity express service hit its most profitable day on March 8, taking in \$2,757.36 — highest total revenue since the limited-stop system was inaugurated in March, 1961.

The seven express lines had receipts of almost 45 cents per mile for 6,160 miles operated, also a new record for a single day.

The best individual record was made by Line 33 (Berkeley-Oakland Express), with receipts of 63.42 cents per mile.

transit-times

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WM. J. BETTENCOURT	Ward IV
E. GUY WARREN	Ward V

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ROBERT E. NISBET	Attorney
JOHN F. LARSON	Treasurer/Controller
GEORGE M. TAYLOR	Secretary
ALAN L. BINGHAM	Public Information Manager

- Approved proposed changes in Transit District Law concerning conduct of elections to the Board of Directors, on motion of Director Warren.

Maintenance Workers Boost Road Call Miles

Maintenance workers at the three divisions turned in their best record in over a year last month, by averaging 18,108 miles per road call.

Top honors, and the road call trophy, went to workers at Richmond Division, for 18,806 miles per call, a shade over the record set at Emeryville and Seminary divisions.

The divisional figure was the best since July, 1963, when the average was 18,181 miles, and May, 1963, when 19,531 miles was reached.

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Bay Transit Coordination Study Begins

East Bay and San Francisco Join Rapid Transit In \$792,500 Federal Study; Director Appointed

How existing bus and street car facilities will tie-in with the future rapid transit network became a matter of detailed and complex planning this month with the launching of a joint \$792,500 study.

Named as project director was E. Sam Davis, who took a leave of absence as AC Transit director of research and planning to head up the program on coordinating East Bay and San Francisco service with Bay Area Rapid Transit.

Appointment of Davis was announced by the project's board of control, made up of the general managers of the three agencies directly involved: K. F. Hensel of AC Transit, B. R. Stokes of BARTD and James K. Carr, repre-

senting the San Francisco Public Utilities Commission.

Cost of the study will be paid by the local agencies and by the U.S. Housing and Home Finance Agency, which approved demonstration grants totaling \$528,332 to help in establishing a practical and efficient method of coordinating existing surface transportation with the rail system.

The year-long study is expected to develop a pattern that will affect millions of riders and taxpayers in Alameda, Contra Costa and San Francisco counties.

The project also will serve as a showcase for other metropolitan areas throughout the nation engaged in similar concepts of how to effective-

(Continued on Page 2)



STUDY LAUNCHED—E. Sam Davis, left, project director of a joint study into how present transit systems can be coordinated with the future rapid transit network, discusses complexities with general managers of three agencies involved; left to right, James K. Carr, San Francisco Public Utilities Commission; K. F. Hensel, AC Transit; B. R. Stokes, BARTD.

Federal Grant Helps Finance Project

(Continued from Page 1)

ly coordinate surface and rapid transit operations.

Davis, who has over a half-century of experience in transportation management and operations, is a recognized expert within the industry and was a unanimous choice of the three agencies for director.

He said the project would include planning of local service routing that would "feed" passengers to rapid transit stops, the setting up of fare and transfer structures, expediency in handling transferring passengers, and effects of the coordination and means of promoting use of the service.

Davis has a background of practical experience covering all phases of urban and interurban movement of people, including an actual working knowledge of problems involved in meshing the operations of different systems.

He entered the transit field in East St. Louis, Ill., in 1914 "on foot" after walking through rain to apply for a job with the local street car company.

Davis, who lives with his wife,

Ruth, at 17849 Carmel Dr., Castro Valley, figures he probably got his job because he used the time waiting for his interview by pressing his wet suit on a work bench.

He won his first post as transportation superintendent a number of decades ago, sticking to hard work, long hours and "figuring better ways to do things."

After directing local and intercity transportation in the vicinity of East St. Louis, Davis became transportation superintendent for National City Lines, supervising transit companies in various states and setting up operations for newly acquired systems.

Later, he spent nine years as a private consultant, working in cities throughout the country. In 1953, Davis returned to Key System Transit Lines as superintendent of schedules, taking the post of traffic engineer two years later.

He was named director of research and planning after AC Transit went into operation in 1960.

Engineering firms selected to work on the project include, as primary consultants, Simpson & Curtin of Philadelphia. Working as sub-contractors will be Kaiser Engineers of Oakland; DeLeuw, Cather & Co., of San Francisco, and FMC Corp. of Santa Clara.

A green light on the project was given earlier in the month by Robert C. Weaver, HHFA administrator, who approved the federal grant following extensive discussions between the three local agencies and John C. Kohl of the HHFA Office of Transportation.

The federal grants include \$195,866 for a joint AC Transit and BARTD study, and \$332,466 for a concurrent joint S.F. Muni and BARTD study which will include a proposed modernization program for San Francisco's present system.

Bids Advertised for More 'Transit Liners' To Improve Service

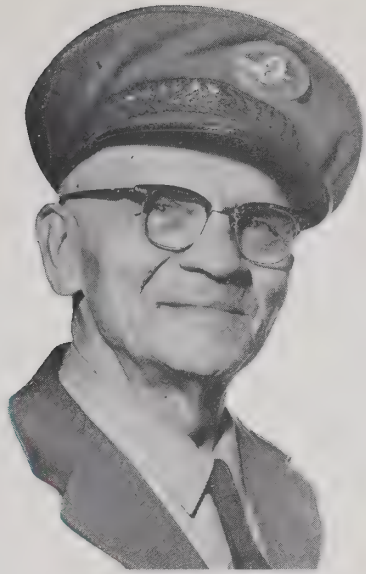
Bids were advertised this month for another 25 to 30 new buses, which will allow the district to replace most of the older coaches now in use on neighborhood hill routes.

Specifications call for buses seating 45 passengers and 51 passengers. Total cost is estimated at about \$850,000.

The coaches will bring the district's fleet of new equipment up to 370 to 375, well over half of the total line-up of 637 buses. They will permit retirement of some of the 1200 type buses used on hilly lines and school runs, and also add new coaches to basic cross-town operations, as well as free additional late models for peak-hour commute service.

Half of the order is to be delivered by Sept. 30 and the remainder by Dec. 31.

Operator Wins 'Golden Wheel' Award for April



Courtesy pays for James O. Perdue, whose consideration of passengers wins award for distinguished service.

Bus driver James O. Perdue, 63, who at one time had trouble getting along with passengers—until some pointed advice from his superintendent put him “back on the track”—has been named “Golden Wheel” award winner for April.

Perdue was chosen for the award for distinguished service by an independent panel of judges, on basis of letters received from passengers on his 23rd St.-San Jose Ave. line.

Frequently he has been commended by riders for courtesy, for looking out for elderly people and those with difficulties, for being friendly and cheerful and for calling out each stop so passengers know exactly where they are.

A driver for 20 years, Perdue admits he once “had a problem” with his work, at a time when he had a lot of personal worries and sickness in his family.

He credits T. V. McLean, superintendent of the Seminary division, for “putting me straight.”

“He met me at the end of the line, one morning before daylight. He told me if I couldn’t say something with a smile, not to say it at all.

“The last thing he said was: ‘Remember now, keep smiling!’ Boy, I was as mad as a wet hen!”

But Perdue took the advice.

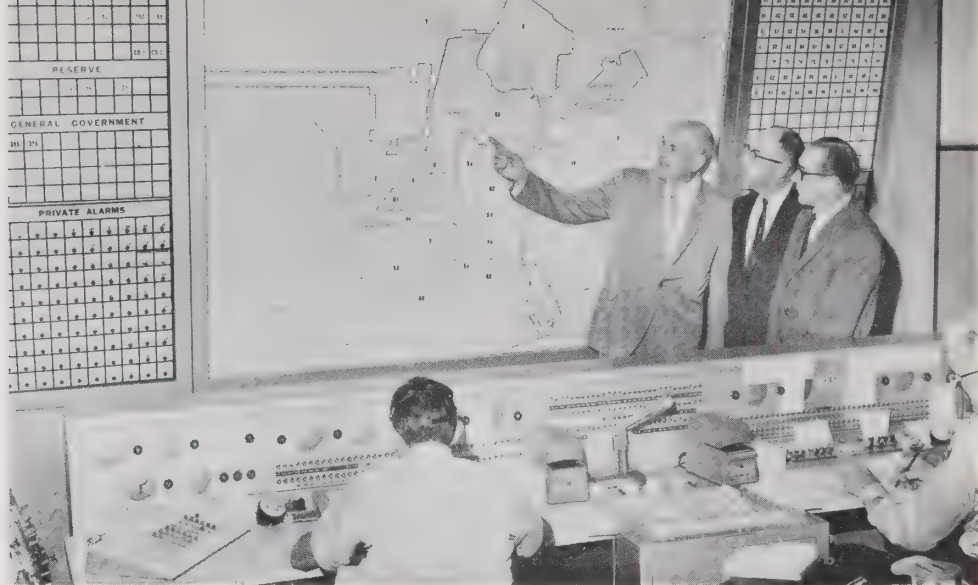
“I’m proud of my job and I get along swell. If somebody gives me a bad time, I remember they’ll be getting off in a few minutes, so why get upset.”

Although it wasn’t considered by the judges in recognizing Perdue’s contributions to the district’s success, the operator is a champion of student riders and conducts his own program of recognizing their “good behavior.”

Perdue, who lives with his wife at 2437 67th Ave., Oakland, is a graduate minister, but has no plans for preaching until after he retires.

The award includes a \$50 U.S. Savings Bond, a “Golden Wheel Distinguished Service” lapel pin and award certificate.

Perdue, who likes to “tinker,” is particularly proud of his latest accomplishment, making himself a tooth out of a bit of an old airplane propeller. As he admits, this makes him one operator who can “take-off,” as well as drive off!



TRANSIT FUTURE — How Richmond Police Department keeps “tabs” on police and fire equipment through electronic tracking system serves as study-model for district communication plans. H. M. Watson, left, electronics engineer, and Police Capt. Earl Fitch, center, discuss details of panel with H. D. White, AC Transit operations executive.

‘All-Systems-GO’ for New Bus Track Plan

AC Transit moved into the electronics field this month with plans for a two-way radio communications and tracking system which would speed up service, while preventing disturbances and hold-ups.

To help finance the system, never before used by a transit property in this country, the district made preliminary application to the U.S. Housing and Home Finance Agency for a capital grant.

With the grant, the district would equip 400 coaches with two-way radios, install an electronic tracking board, and “trigger” operator’s money boxes with an automatic signalling device.

Costs were estimated at \$436,853, with AC Transit to pay one-third of the cost. The program initially is planned over a two-year period, with half of the units to be installed in the coming fiscal year and the remainder in the following year.

The grant would permit the district to connect its basic fleet with a tele-

phone-type radio system, which would allow two-way conversations between a central dispatcher and one operator, a group of operators or all operators. A separate circuit also would permit operators to talk to supervisors or to each other.

The tracking panel, similar to advanced models used by police departments, would keep an accurate check as to location of all transit vehicles.

The emergency signal device on cash boxes would send a coded signal to headquarters, giving bus number and location in event the box is lifted or moved—an added deterrent to robberies.

In operating situations, including those involved in providing feeder bus service to rapid transit stations, the system would make it possible to immediately turn back equipment, add more buses to a line, reroute coaches and make the best, most effective use of district equipment, the application stated.

Retirement Pins Presented to District Veterans in Appreciation of Service

First official presentation of retirement pins was made this month when the district initiated a program of honoring longtime employees for their valued and dedicated efforts in behalf of the industry.

Mrs. Virginia Gamble of 2014-A Clinton Ave., Alameda, who had worked in the accounting and treasury departments since Aug. 1943—and who wanted to leave quietly without any plaudits—was presented with the pin by General Manager K. F. Hensel.

As assistant to Mrs. Margaret Desmond, chief revenue clerk, Mrs. Gamble issued the passenger revenue reports—converting amount of revenue into number of passengers carried on the district's fleet of 637 buses.

A beaming John J. Jacoby, of 980 Mountain Blvd., Oakland, a bus driver for 39 years, also received his pin from the general manager, with D. J. Potter, transportation manager, adding his congratulations.

Jacoby started as a street car operator in 1925. But two and a half years later he became a steady bus driver. For 33 of his driving years, Alameda has been on one end of the line—most-

ly Line 51-58 and, for the past 13 years, Line 42.

Jacoby first drove across the old Webster St. bridge on the Alameda-Oakland bus line in October, 1928, then through the Posey Tube when it opened the same month.

But the city has changed so much, according to Jacoby, that when he took a "busman's holiday" to the east end of Alameda recently he "got lost" until he found High St.

Born in Bidwell Bar, Butte County, where his grandfather was a pioneer settler, Jacoby plans to spend his free time redecorating his home and getting back to "taking pictures."

Missing the presentation was Benjamin F. Rawles, who started as a street car operator in 1944 and switched to driving a bus in 1948. Rawles, who moved from 1711 Miner Ave., San Pablo, to return to Mississippi, retired because of ill health.

The pin has the AC Transit emblem in yellow gold, with three diamonds on a white gold plaque.

First official retirement pin presentation is made to Mrs. Virginia Gamble, left, by General Manager K. F. Hensel. Looking on are J. F. Larson, center, treasurer-controller, and W. G. Skilling, assistant treasurer.



Bus Operator John J. Jacoby proudly displays his pin to K. F. Hensel and D. J. Potter, transportation manager.

The AC TRANSIT FARE STORY—

Proper Handling of
Fares Keep Wheels Turning

TO BUS DRIVERS, all is not only “fair in love and war”—but all is *fare* in the transit business.

For it's the clink of coins in fare boxes that keeps the wheels turning. And it's the proper collection of fares and the handling of transfers, “hat checks,” commute tickets and school fares, that keeps the industry running, passengers happy and the driver on the job.

It may mean a swivel head, criss-crossed hands and a fare-structured memory, yet its importance is obvious.

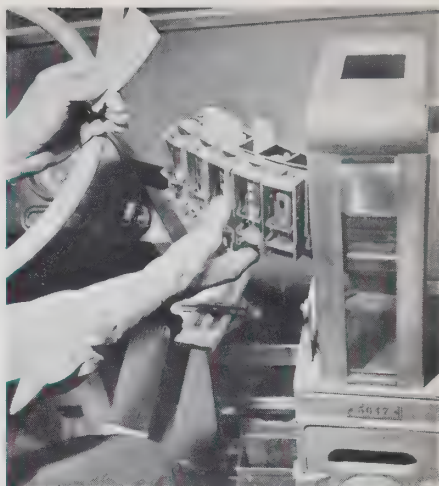
AC Transit's “fare story” is an important responsibility of an operator—and any time it's improperly handled, it's a loss of revenue, frequently a loss of a job.

Passenger ‘Know How’

Perversely, the fare structure, which can be quite complicated, usually is well understood by many passengers, who from long habit, know how to pay their fare; where and how they can transfer—and if the driver makes a mistake.

To see that mistakes don't happen requires training and retraining for veteran operators as well as new drivers. According to Stan Pearce, chief training instructor:

“The fare structure is really easy when you get to know it, but even the old-timers can get confused when they



sign on a new line. It's our job to keep them up to date.”

For AC Transit, the “fare story” began with a passenger tariff set up by the district, patterned after Key System's transportation experiences.

Transfer Privileges

With expansion has come changes, but the district policy has remained the same: a local rider, after paying his zone fare, can travel to his destination over routes of his choice, up to and including five transfers, as long as he's headed in the same general direction.

Commuters are accorded local bus transit to and from their transbay service.

Operators generally have no trouble with coin collection—the fare is 25 cents or a 20 cent token for the central zone, extending from Carlson Blvd. and San Pablo Ave. in El Cerrito to 73rd Ave. in East Oakland. Additional zones at the edges of the service area require additional 10-cent or five-cent charges.

Problems involve the proper validation of transfers, of transbay or commute tickets and the handling of “hat checks” given for zone identification.

In a recent bulletin to all operators D. J. Potter, transportation manager, stressed these regulations:

1—Keep the inspection plate—where the fare is dropped—clear.



Instructor George Silva shows student William Bohner how to trip plate.

New drivers learn to do this by tripping the plate with their left hand while making change with their right—a criss-cross, but handy procedure. Operators are not to obscure their vision of the fare box with any object—and the fare box light must be on at night or when it is necessary to see what's been dropped in the hopper.

2—Validate transfers, and transbay tickets when presented for local ride.

3—Carry a sufficient stock of tokens and transbay tickets.

4—See that the passenger deposits a fare—a problem, sometimes, during rush periods.

5—Turn in tickets validated in error at the end of day's work—and don't resell them.

6—In event of overpayment or wrong payment, have passenger fill out refund slip immediately and make refund at the time. Especially, do not tell rider to mail it in for refund or present it to another driver.

Student drivers get "the word" on such instructions in classes, in yard tests and on the line with an instructor. But reminders and practice are in order for all drivers and with no complaints of "'tain't fare!"



New driver J. A. Hunt gets "on the job" help from veteran J. O. Perdue.



Operator Earl McCann takes care to properly validate rider transfer.

Passenger fills out refund slip under eye of driver Charles Sigler.



Operators Off and Rolling in Annual Bus-O-Rama Contest to Pick Top Driver

Wheels started turning—in practice—this month, as district operators went to the starting line for the Bus-O-Rama of 1965, a driving skill contest to again pick the top “Driver of the Year.”

April 1 was set as beginning date for the contest, the deadline for entries from an accident point of view. Operators are eligible to try the obstacle course and demonstrate their skill provided they do not have a “five-point” or more accident after the Apr. 1 date.

Eliminations will begin shortly after schools close for summer vacation and finals are tentatively scheduled for July.

As in the first Bus-O-Rama contest last year, the test on a laidout course

will simulate the same driving problems that exist in regular operations on streets.

Top honors last year went to B.R. McCaslin of Seminary division, who carried off the first place trophy because he drove “carefully, just like on the streets.”

He was awarded a personal trophy, while a perpetual trophy was presented to his division.

Drivers wheeling through the course were scored on skill in avoiding obstacles, smoothness of operation and running time.

The contest was set up by Safety Engineer G. G. Wadsworth to give the drivers a chance to prove for themselves “who is the best?”

New Employees Welcomed to AC Transit

New employees hired in February and March included:

General Offices

Treasury: Byron Kunisawa, 1840 Carleton St., Berkeley, part-time vault clerk and Kathryn Kero, 510 Lincoln Ave., Alameda.

Emeryville Division

Maintenance: William Finkbonner, 1595 Dry Creek Rd., San Jose.

Bus Operators: W. P. Damato, 4609 Nevin Ave., Richmond; F. T. Heaton, 2835 Canterbury Dr., Richmond; M. N. Reed, 140 Forest Side Ave., San Francisco; R. F. Root, 833 Pine St., Martinez; L. W. Davis, 225 Cary Circle, Vallejo; R. J. Shereck, 2240 Stone Ave., San Pablo; A. S. Bell, 531 Valle Vista Ave., Oakland; M. C. McCormick, 307 Lake Ave., Rodeo; H. J. Lauterkorn, 520 Castro St., San Francisco; M. Z. McMillan, 5675 Gaskill St., Oakland and C. E. Rowe, 3010 Pacheco Blvd., Martinez.

Seminary Division

Maintenance: Melvin Roberts, 806 Carolina St., Vallejo.

Bus Operators: P. B. Clark, 2023-B Vicksburg Ave., Oakland; B. Moncado, Jr., 33639 12th St., Union City; F. D. Bankston, 6249 Cotton Ave., Newark; D. E. Williams, 1725-H Seminary Ave., Oakland; D. O. Miller, 27467 Manon Ave., Hayward; J. C. Limtiaco, 5370 Nordica Ave., Fremont; J. C. Arriola, 5370 Nordica Ave., Fremont; M. J. Sharpe, 431 Lloyd Ave., San Leandro; J. L. Reading, 683 Memorial Way, Hayward; G. L. Baker, 416 Smalley Ave., Hayward; N. E. Cobb, 3478 Baumbery Ave., Hayward; J. Kelii, 9314 Plymouth St., Oakland; R. G. Glasenapp, 2060 96th Ave., Oakland; M. H. Duke, 8061 Greenridge Dr., Oakland; D. W. Matthews, 365 Smalley Ave., Hayward; C. Amato, 1342 Seminary Ave., Oakland; E. B. Milburn, 1548 Green Valley Rd., Danville and J. Sawtell, 2255 Courtland Ave., Oakland.

Our 'Stockholders' Write...

AC Transit is proud to reprint below a few of the many letters of commendation received during the month—letters unsolicited from residents of the East Bay who are owners of the transit system. Letters were selected at random to represent the quality of courtesy, service and safety demonstrated by AC personnel in their most important relationship with our customers.

... we believe you are deserving of commendation for your service, and more particularly for your courtesy exemplified in your bus drivers ... only once have I seen a discourteous driver and I figure he wasn't well or had a bad day otherwise ... It is the usual case that your employees are of the highest type—willing to help the handicapped or to wait for a late comer—giving the pedestrian and motorist the right-of way always ... keep up the high standard ...

Mrs. E. V. McHenry
Oakland

★ ★ ★

Having been a bus commuter to San Francisco daily for many years ... for once it is a pleasure to write something complimentary ... Bus operator **J. M. Williams** ... is in my estimation the finest, most cheerful and courteous man you have in your company who daily meets the public ... Mr. Williams' unfailing helpfulness to the "grumpy" type passengers on up to the so-called normal type passengers, never fails to amaze me ... that he can roll so readily with the daily tribulations of traffic, weather conditions and the like. Sometimes he even makes me feel glad that I'm going to work, via his bus. Other passengers that I have talked to have stated they let other buses go by so that they could ride on his ...

Richard D. Moore
Alameda

Recently I spent some time at a hotel in downtown Oakland. While there I went by bus to ... sanitarium, Alameda ... these drivers were the most courteous and helpful drivers I've ever seen. And I've seen many of them in different cities. It was heartwarming to see their sincere interest in the elderly women with children, the blind and to strangers ...

Miss Bertha Cox
Pasadena

★ ★ ★

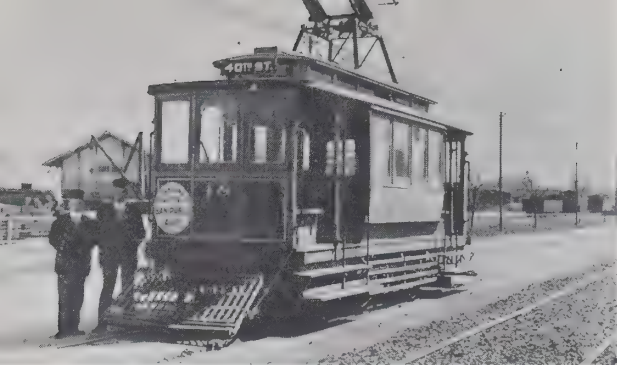
... I wish to commend one of your "motormen" for courtesy and thoughtfulness ... I got off ... the bus started up and then stopped immediately. The motorman called to me. He said I had dropped a package. He pointed out it had fallen in the gutter. It was a very small package and I wonder that he even noticed it. I think it was very nice and kind of him to stop and call my attention to it and I wish to thank him ...

Mrs. L. C. Stewart
Berkeley

★ ★ ★

... I rode the Richmond 72M bus from Oakland ... this driver was one of the most courteous I have ever seen ... he stopped and looked for passengers who wanted the 72 from smaller lines ...

Mrs. J. E. Philpot
Oakland



C. N. Andersen, Key System transit "giant," was a conductor in 1908 on "40th St. Dinkey" with Ed Rademaker as motorman. Below, "Andy" takes a look at the last of "his" trains, restored by a railway historical society.

Chief of Rails

Even after 40 years "on the rails" and almost 30 years away from salt water spray, a sea-faring man never loses that look of far horizons . . .

. . . Which is why C. N. Andersen, of 5841 Estates Dr., Oakland, an active and forceful 82, is about to go down to the sea again.

It won't be before the mast of a sailing vessel, as it was when he first entered San Francisco Bay in 1898. He plans to sail out the "Gate" this time on a passenger cruise to Europe—another highlight in an "Alger boy" career which places him among transportation giants.

Like others who became Key System veterans, Andersen never planned to stay when he asked the late J. P. Potter, Key's first superintendent, for a job in 1907 to placate the girl he was engaged to and who wanted him to give up the sea.

Andersen, who had left his native Denmark at 15 to sail the Seven Seas, thought six months on dry land—and streetcars—would just about do it.

But by 1908, trains had captured Andersen and he moved up the line to become train director, superintendent of transportation and, in 1937, vice president in charge of operations, a post he held until retirement in 1947.

But he has moments to remember.



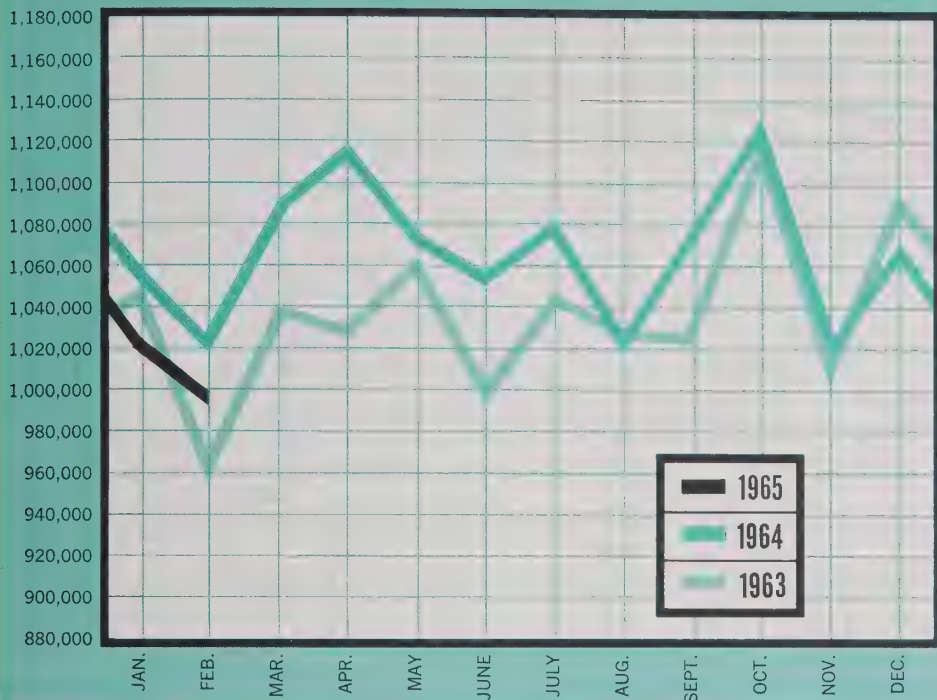
He recalls arriving off the Gate the day after the earthquake, to hear "there is no more San Francisco." He lost all his belongings in the fire and, by the next year, had traded one form of transportation for another.

Sharing his love of the sea with ferries and trains, Andersen remembers taking the first Key unit across the new Bay Bridge on a sneak preview in 1938; tying up the last Key ferry boat in January, 1939, then officially making the first transbay train trip the next day.

He hired the first women to work on the trains and, when train service ended in 1958, he took the last unit across the bridge.

And now, he's about to get his feet wet again. The sailor has returned—and so are the horizons.

AC/transit PASSENGER REVENUE...COMPARISON WITH PREVIOUS YEAR



Passenger revenue was down in February compared to the same month in 1964, due primarily to Leap Year which last year contained 29 days. Fare box revenue for the month totaled \$990,210, a drop of \$31,909 or 3.1 per cent compared to February, a year ago. The district carried 4,196,719 riders, a decrease of 2.93 per cent in comparison to a total of 4,323,521, who rode East Bay and transbay service during the same month in 1964. Commute sales were \$165,815 for the month, compared to \$166,917 in February, 1964.

The district operated 1,728,237 miles of service, 93,729 miles or 5.1 per cent below the mileage of a year ago. Operational expenses totaled \$1,065,561, an increase of \$16,900 or 1.6 per cent over the 1964 figure of \$1,048,661. Total income of \$1,222,618 was sufficient to cover operational figures, as well as equipment renewal and bond debt interest.

Patronage figures for the transit industry nationally indicated a decrease for the month of 5.49 per cent.

Death Takes Early Transit Employees

Fred W. Whitcomb, 91, who started as a motorman in 1913 and retired in 1943, died Mar. 29. He lived at 837 37th Ave., Oakland.

A fellow motorman, Walter Hardwick, 85, of 473 Walnut Ave., Walnut Creek, died Apr. 10. He entered service in 1917 and was pensioned in 1946. Both had worked at Western carbarns.

Maurice F. Bellini, 88, of 3616 Laurel Ave., Oakland, who went to work as a carpenter at Emeryville in 1908 and later worked as assistant foreman and foreman in the body shop, died Mar. 23. He retired in 1947.

Charles R. Bosted, 77, of 1247 Brighton Ave., Albany, died Mar. 30. He was a bus driver at Emeryville and Seminary before 1956 retirement.

ACTIONS OF THE BOARD

At an adjourned regular meeting March 24, 1965, the Board of Directors:

- Authorized General Manager to execute contract with U.S. Housing and Home Finance Agency regarding demonstration fund grant, on motion of Director Rinehart. (See story, Pg. 1.)

- Authorized General Manager to apply to U.S. Housing and Finance Agency for capital grant to help purchase two-way radio system for district bus fleet, on motion of Director Rinehart. (See story, Pg. 4.)

☆☆☆

At the regular board meeting April 14, 1965, the Board of Directors:

- Appointed General Manager to represent district on Board of Control, with Bay Area Rapid Transit District and City and County of San Francisco, in connection with Federal transportation demonstration grant, on motion of Director Bettencourt.

- Authorized board members to at-

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ROBERT E. NISBET	Attorney
JOHN F. LARSON	Treasurer-Controller
GEORGE M. TAYLOR	Secretary
ALAN L. BINGHAM	Public Information Manager



5

tend regional conference of American Transit Association, on motion of Director Copeland.

- Retained Lybrand, Ross Bros. & Montgomery to perform audit for 1964-65 fiscal year, on motion of Director Rinehart.

March Passengers Break District Record

March winds blew a record number of riders into AC Transit buses, giving the district its highest passenger count in history.

Buses carried 4,892,000 revenue passengers during the month, an increase of 8.8 per cent over the same month a year ago. The previous high in number of riders was reached in Oct., 1963, when 4,835,000 rode the buses during the month.

The new figure tops that count by 1.2 per cent.

Business during the district's third quarter, covering January, February and March, 1965, however, wasn't as brisk. The increase in riders for the quarter was 1.2 per cent, with 13,468,000 passengers carried.

For the fiscal year to date, passenger business is up only 0.5 per cent, based on 39,396,000 riders.

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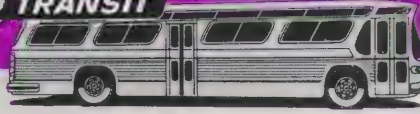
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For the Good of Your Community

Vol. 8 No. 1

OAKLAND, MAY 1965

Rider Survey Planned on District Buses To Launch Transit Coordination Project

The most extensive transit survey in Bay Area history will be made on all AC Transit buses during June to help determine transportation patterns of the future.

The study is an origin and destination survey of adult bus passengers on local and transbay lines.

It will form a basis for the work to be done in coordinating existing transportation facilities with the future rapid transit network.

Conducting the survey will require unusual, but significant cooperation on the part of bus drivers and the public.

The survey will form the initial phase of the Northern California Transit Demonstration Project, established with the help of federal funds, to plan a practical and efficient method of coordinating East Bay and San Francisco service with Bay Area Rapid Transit.

The \$792,500, year-long study has as major goals the planning of local service routing to "feed" passengers to rapid transit stops, the setting up of fare and transfer structures, and the expedient handling of transferring passengers.

The survey of AC Transit passengers will be followed by a similar survey of riders of San Francisco Municipal Railway service.

To Find Out How to Get There with AC Transit, Look in 'Yellow Pages'

If you want to know what bus to take, you can find out with fingertip ease from now on—by looking in the "yellow pages" of the new Oakland telephone book.

Inclusion of AC Transit's route description and a two-page route map in the 1965 phone book puts bus information on the "best seller" list, only a flip of a page away from the 450,000 customers who received the new book this month from Pacific Telephone.

Bus information and map is at the beginning of the yellow page section, after the postal zone maps for Oakland and Berkeley. The space, provided as a public service, gives bus data for the same area included in the phone book, from El Cerrito south through Oakland, Alameda and San Leandro.

To give the project a comprehensive "kick off," all passengers on inbound trips will be given a card when they board their first AC Transit bus on the day of the survey.

The card can be returned on the bus or mailed, postage free, if the rider does not have time to note answers to the questions concerning point of origin, destination and modes of travel.

The cards will not call for signatures and will give the rider the preference of using either his address or the near-

(Continued on Page 12)

State Assembly Committee Affirms Charter Bus Operation by Public Transit Agencies

The right of publicly-owned transit systems to engage in charter bus service was affirmed by the findings and recommendations of a State Assembly interim committee, in a final report issued this month.

Specifically the Assembly interim committee on Public Utilities and Corporations recommended adoption of legislation restoring charter bus operations rights to the Southern California Rapid Transit District, to enable the agency to reenter the charter field.

The committee further recommended the Legislature review its previous policy in prohibiting the San Mateo and Marin Counties transit districts from engaging in charter bus operations.

This same policy question should be raised in consideration of any future legislative proposals to create

public transit systems, the committee stated.

The committee made its recommendations to the Legislature after studying the question of competition between publicly owned and privately owned bus companies in the field of charter service.

The hearing was ordered after Governor Edmund G. Brown vetoed a bill passed by the Legislature two years ago which would have banned AC Transit from providing charter bus service.

The committee found testimony was "overwhelming in its opposition to furthering State policy" limiting publicly owned bus companies from charter activities.

Revenue produced from charter operations is an integral part of the balanced budget in most bus firms and to some, constitutes the difference between deficit and operating in the black, the testimony developed.

It also was pointed out that public transit systems, when formed, usually buy out equipment and facilities of a private operator, including charter service obligations, and develop significant revenue sources using otherwise idle buses for charter operation.

The State would render a disservice to the public in prohibiting such service, since loss of charter revenue would work toward increased transit fares, it was argued.

Major testimony from privately owned systems conceded prohibitions against public transit charter operations are inadvisable.

However, private operators, in statements filed before the hearing, urged that legislation be introduced to reduce the tax burden of private bus lines that operate in competition with public ownership companies.

Death Takes Pensioners

George E. Reed, 63, who started his transit career in 1923 as a freight clerk, died May 6 after a long illness.

Mr. Reed, who lived at 3521 Wilson Ave., Oakland, transferred from the freight division to bus driving in 1935 and worked as a dispatcher and supervisor before returning to operating in 1949. He was pensioned in 1963.

John V. Branco, 69, of 1039 Armstrong Ave., Hayward, died May 9. He was a track and road worker from 1925 until 1943 and filled various shop maintenance jobs at Emeryville and Seminary divisions from 1943 until he retired in 1961.

Michael Burns, 66, 605 Cornell Ave., Albany, who went to work as a motorman at Northern division in 1929 and became a bus driver in 1948, died April 27. He retired Jan. 1, 1964.



ADVANTAGES of payroll Savings Bonds program is explained by Mrs. Marianne Weigel to, front row, from left: D. J. Potter, C. V. Warfield, W. G. Skilling, J. T. Stockman, R. E. Nisbet and, back row: J. F. Larson, W. G. Robinson, H. D. White, E. A. Towers, M. C. Chapman, K. F. Hensel.

Employees to Get Word on 'Easy Savings'

How can you save money painlessly and get a bargain in the process?

Employees of the district will be getting the answer to this question during the next three months, as AC Transit joins forces with the U.S. Treasury Department in stimulating the payroll Savings Bond program.

Department heads met during the month with Mrs. Marianne Weigel, area manager Savings Bonds division of the U.S. Treasury Department, to collect information on the "painless, automatic" way to save—information which they in turn will pass along to all workers.

Since the payroll deduction plan for purchase of the Series E bonds started in January, 1962, 383 subscribers, or 26.2 per cent of the district's total employees, have purchased bonds with a maturity value of \$583,550 — an average total monthly purchase of \$15,000.

Nationwide, 8,000,000 persons are participating, buying \$4,500,000 in savings bonds annually. The public to date has \$46,000,000,000 invested in U.S. Savings Bonds, Mrs. Weigel reported. She listed these advantages to the payroll deduction plan:

1—The bonds are safe and secure,

because they are backed by the government.

2—They can be liquidated easily, two months after purchase.

3—Bonds have tax advantages, in that there is no income tax on the interest until the bonds have matured. Also, no state income tax need be paid on the interest.

4—They are indestructible, in that each purchase is recorded and the bonds can be replaced, if destroyed.

Besides, Mrs. Weigel pointed out, "You can't spend what you don't have —and you don't miss it."

Transit Workers Added

Workers, hired by AC Transit in April, included:

General Offices

Claims: Virginia Docherty, 317 Hanover Ave., Oakland, secretary.

Treasury: Saburo Nishimoto, 2427 Acton St., Berkeley, cashier clerk.

Seminary Division

Bus Operators: J. A. Hunt, Jr., 1515 North Main St., Milpitas; M. P. Morahan, 1926 6th Ave., Oakland; A. L. Gibson, 2020 Franklin St., San Francisco; W. L. Bohner, 505 D St., San Rafael, and G. E. McCullar, 15224 Galt St., San Leandro.

AC/transit PASSENGER REVENUE . . . COMPARISON WITH PREVIOUS YEAR



Business was brisk during March, with 4,891,881 passengers riding the buses — highest passenger count for a single month in AC Transit history — and an increase of 8.81 per cent over the same month a year ago.

Passenger revenue also was up, totaling \$1,145,679, an increase of \$62,951 or 5.8 per cent over revenue tallied in March, 1964. The count for the same month, both years, included service provided for racing at Golden Gate Fields, Albany.

Transbay commute sales reached \$198,790 in March, a 9.5 per cent boost over sales of \$181,576 in March, 1964. The district operated 2,013,540 miles of scheduled service, an addition of 55,142 miles or a 2.8 per cent increase. The district's total income of \$1,384,198 was sufficient to cover operational expenses of \$1,166,933, up \$61,919 or 5.6 per cent over a year ago, as well as provide for equipment renewal and bond debt requirements.

The transit industry nationally indicated an increase in riding during March, with preliminary figures showing a 2.76 per cent boost in passengers.

The business picture for the first nine months of AC Transit's fiscal year, however, was not as bright. Passenger revenue totaled \$9,525,520, an increase of only .44 per cent over the first nine months of the past fiscal year. The number of passengers carried was 39,396,156, an increase of .52 per cent. Miles operated were 16,935,160, down 1.26 per cent compared to the previous period in 1964-63.

District Treats Operators Who Top Safety Goal

It was coffee and doughnut time at Seminary Division this month, after operators topped their safety goal with a record of 13,258 miles per accident in April. Emeryville drivers won the treat in March.

Transit Veterans 'Hang-up' Long Career After Rolling with Trains, Cars, Buses

Transportation careers, which included some "firsts," along with years of service, were being wrapped up this month by Ralph E. Hawes, who inaugurated Central Dispatch, and Supervisor Jack Lyons, who took part in the start of bus service across the Bay Bridge.

Hawes plans to let his "itchy feet" start moving next month, ending 41½ years on the job. He and his wife expect to sell their home at 791 Mandana Blvd. and head out in a 30-foot trailer, outfitted for traveling in the United States and overseas.

As first of the central dispatchers, Hawes took over the post April 25, 1943, when it was located above a garage behind Key System offices at 22nd and Grove Streets.

The "system" consisted of eight telephones and, according to Hawes, "we sure got tangled up in that spaghetti." Two men had the duty, but he took the first shift—a shift he's retained during the years.

Hawes took a "temporary" job with the Key System in December, 1923, as a street car conductor, switching to bus driving in 1926. Appointed an inspector in 1942 and stationed at 14th and Broadway, he fought the war-time battle of too little and too much before moving to Central Dispatch.

Lyons, who lives at 115 Sharene Lane, Walnut Creek, worked his last shift this month, topping off a career which ranged from work as a street car motorman 1925 to 1932; a lay-off during the depression, and a return to the cars and trains in 1935.

When the first bridge motor coach service was inaugurated in May, 1937, he took part in a three-day celebration, driving celebrities from different areas over the span. Then, with top seniority in the newly-formed division, he picked the Line L-Richmond run and inaugurated regular service.

Veteran of submarine duty, World War I and II, Lyons was made a supervisor instructor in 1949 and supervisor in 1951.

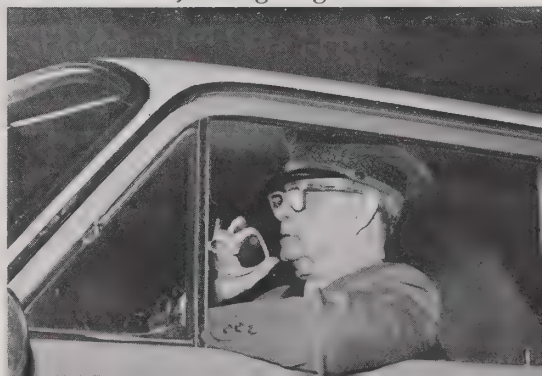
Retirement pins also are in order for:

Arthur Moore of 6030 Avilla St., El Cerrito, who went to work as a street car operator in 1928 and became a bus driver in 1929. He worked at both Emeryville and Richmond divisions.

William Dodd, 1837 Ninth St., Alameda, who entered as a street car operator in 1926 and switched to bus driving in 1936. He drove out of Seminary and Emeryville yards.

Edward Lee, 1414 86th Ave., Oakland, retired as a service employee from Emeryville Division, after 20 years of service.

FIRST central dispatcher, Ralph E. Hawes plans to sign off at same "old stand." On receiving end, Supervisor Jack Lyons also plans retirement, ending long career.



FAVORITE "busjockey" for Hayward Cal-State students, driver Shirley Gaylord has a typical joking "hello" for campus riders boarding bus.



Driver Gives 'Lift' to Hayward Students

"Bus jockey" for students who ride Line 91-A to Hayward Cal-State, Shirley Gaylord not only "makes the grade" as far as taking a coach to the hill-top campus, he's made the grade on his own as the kind of driver who likes college kids—and is liked by them in return.

As far as the students are concerned, he gives them a real boost—to their classrooms and to their morale, when the going is tough.

According to the Cal-State newspaper, *The Pioneer*, he "interests himself in their problems, offers encouragement and lightens their day with a gay and ready joke."

"He must know a thousand stories and each of them begins and ends with a smile," one student said.

Gaylord, a veteran father as well as a veteran driver, would just say that he likes to "kid around" with the students and put them on their own to make good.

Students add more detail.

When one girl needed a job to stay in school, Gaylord found her one. When a boy arrived without all his

registration money, Gaylord — who had never seen him before — loaned him \$32.50. He was paid back — and with grateful thanks.

As to behavior, the driver has "never had a bit of trouble. They're the best bunch of kids I've ever seen. Of course, I started off on the right foot, telling them what they couldn't do, like smoking. We have a good time and a good ride."

Gaylord, 54, lives with his wife, Evangeline, at 15909 Via del Sol, San Lorenzo. He has three children of his own to keep an eye on, Jerry, 18; Gayla, 17, and Tommy, 12. He also has four married children by a previous marriage and 11 grandchildren.

He admits youngsters "can give you a lot of heartaches," but somehow, he manages to keep an even keel — and a happy disposition.

A long-time truck and bus driver, Gaylord went to work for Key System 13 years ago, remaining with AC Transit. He took over the hill run to Cal-State a year and a half ago, activating the campus, along with the students.

Our 'Stockholders' Write...

AC Transit is proud to reprint below a few of the many letters of commendation received during the month—letters unsolicited from residents of the East Bay who are owners of the transit system. Letters were selected at random to represent the quality of courtesy, service and safety demonstrated by AC personnel in their most important relationship with our customers.

I would like to take this opportunity to commend you for having such courteous bus drivers . . . I am blind and I commute from Berkeley to San Francisco. Many times I have been waiting for someone and they could not find me because I was in the wrong place. The bus inspector helped me to find the party I was looking for . . . it's very enjoyable, riding your buses . . .

Royal Hargrove
San Francisco

* * *

. . . on the noon news I heard you had increased the number of passengers in the last year. Congratulations! . . . We use the bus for transportation and find the drivers courteous and skillful. Most of the coaches are comfortable . . . sometimes I am amazed at the abuse the drivers have to take . . . we enjoy the Sunday and holiday passes very much . . .

Mrs. Carl I. Tisdale
Castro Valley

* * *

. . . I would like to call your attention to two of your drivers, who in my opinion, certainly are deserving of worthy mention . . . the interest they show in passengers and pleasant manner in which they conduct themselves surpasses anything or anyone I have ever witnessed on a public convey-

ance . . . I refer to **Michael Chuba** and **Al Gabriel**.

Mrs. Edith Barton
Piedmont

* * *

I want to compliment you for having such a very courteous, efficient and gracious bus driver . . . as **Laura Lee Rikli** . . . she is always the same and to everyone . . . very gracious . . . she indeed is a credit to your company.

Mrs. Latham Allen
San Francisco

* * *

I would like to express my appreciation for the driver who . . . found an article I lost and I did not know I had lost it—an earring—until he returned it to me . . . his alert and courteous manner is a credit to him and your company.

Mrs. Mary E. Mahoney
Oakland

* * *

I just wanted to thank someone for the wonderful service given by the information people. They are always quick to answer the phone, unbelievably helpful, always willing to give you exact time, schedules, bus transfers to get to a certain place and so on. My roommate has received the same service . . . I decided you should know that two students very much appreciated the wonderful service.

Miss Whitney Schulz
Berkeley

First Transbay Bus Service



May, 1937; new bridge bus service gets send-off at Mills College

Without a toot, Bay Bridge motor coaches rolled past a 28th anniversary this month, clicking off inauguration of the first bus service to San Francisco on May 9, 1937.

Surprisingly, from the viewpoint of the 900,000 riders who now use AC Transit buses to ride to and from the Transbay Transit Terminal each month, the inauguration was not expected to attract commuters.

Workers, who now keep some 245 buses whizzing through the terminal at an average of one every 30 seconds during rush hours, weren't even considered when the original coach serv-

ice was introduced as a "deluxe express" for benefit of casual riders.

Only a short time before, Key System spokesmen had gone so far as to declare buses "inadequate and impractical" for handling commuting workers. And when they bowed to a demand for coach service on the bridge, it apparently was with the intention of attracting midday shoppers.

The first lines — L (Richmond), N (East Oakland) and R (Hayward), carried through passengers only and no stops were made within 3000 feet of existing transbay train lines—either



MILLS COLLEGE girls of 28 years ago try first bus service. Richmond has a parade.



Key System or Southern Pacific. The coaches operated express and at a set fare, neither accepting nor giving transfers to other Key System service.

No commute rate was anticipated—and some time had passed before the system surrendered to public clamor and established commuter fares, admitting the mobility, attraction and economy of bus service as a transbay operation.

Yet the inauguration was an auspicious occasion, with celebrations, parades and pageantry in Richmond, El Cerrito, East Oakland, San Leandro and Hayward.

Three days in a row, civic leaders and Key officials made speeches and a caravan of buses carried dignitaries across the span for a preview ride. El Cerrito and Richmond had a parade. A band played at San Leandro plaza. Mills College girls posed with the bus at the Wetmore Gate terminal of Line N.

While Line N operated from Mills College, Line L had its terminal at Sixth and Macdonald in Richmond,

traveling via San Pablo and University Aves. Line R originated at Pinedale Ct. and Castro St. in Hayward, stopping in San Leandro to pick up additional passengers.

The San Francisco terminal, for almost a year, was on Fourth St., near Mission, where passengers sometimes had to dodge bottles thrown from windows while waiting for their bus. Schedules were simple: half hour service during a brief morning and evening period and hourly service during the rest of the day.

Opening of the Santa Fe terminal on Feb. 1, 1939, gave buses and passengers welcome protection. A \$100,000 fleet “of new interurban type buses, powered in the rear,” had been purchased for the service, but operators, who remember them as the “gutless wonders,” soon found them too low-powered for the job.

Somewhat reluctantly bus service continued to grow and expand until, with the advent of National City Lines in 1946, they ultimately superseded all rail transportation across the Bridge.

MAYOR W. J. McCracken and city officials take part in East Oakland dedication ceremonies for first transbay bus service. At right, Mills College president, the late Aurelia Henry Reinhardt, is invited to try the bus by Alfred J. Lundberg, president of Key System.



ACTIONS OF THE BOARD

At an adjourned regular meeting April 28, 1965, the Board of Directors:

- Authorized General Manager to execute agreement with Alameda County for purchase of certain materials and supplies, on motion of Director Warren.

- Adopted resolution authorizing General Manager to execute contract with U.S. Housing and Home Finance Agency for demonstration grant, on motion of Vice President McDonnell.

- Adopted resolution authorizing General Manager to file formal application with HHFA covering capital grant for two-way radio communication system, on motion of Director Copeland.

transit-times

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ALAN L. BINGHAM	Public Information Manager

5

Passengers to Help Shape Future Transit In Extensive Origin and Destination Study

(Continued from Page 1)

est intersection, both as to origin and destination.

The cards will be handed out on all bus lines during one full service day, to obtain the most thorough data possible on travel desires of East Bay riders.

Passengers will be asked to complete one card on each inbound trip.

Bus drivers will be thoroughly briefed ahead of time on the procedure, which has been designed so it will not delay service. Each driver will have a survey kit, with cards, pencils and simple instructions "ready to go"

on the dates selected for the checks.

The survey is being conducted by Simpson & Curtin, transportation engineers, who were selected as primary consultants for the transit coordination project.

The project, which includes a joint AC Transit and BARTD study and a concurrent S.F. Muni and BARTD study, is under the working direction of E. Sam Davis, who took a leave of absence from AC Transit to serve as project director.

Results will be compared with other studies being made by different agencies on transit patterns.

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Carmen's Union and AC Transit Agree to Arbitrate New Wage Contract Settlement

Agreement was reached this month by AC Transit and the Carmen's Union to arbitrate a new labor contract.

Members of Division 192 of the union voted to submit unresolved issues to arbitration after first rejecting a settlement offer by the district.

A decision by the board of arbitrators on a new contract is expected by the end of July.

The transit district, which transports some 200,000 passengers a day, had offered an across-the-board wage increase of 7 per cent over the next two years plus another 1.7 per cent for top mechanics.

The district also offered to submit a new settlement to arbitration in the event an agreement could not be reached.

The old 2½-year contract, which had been extended while negotiations continued, expired last May 31.

Wages in Top Place

The last contract boosted wages of unionized employees to top place among comparable bus properties on the West Coast which reach wage agreements through collective bargaining. The agreement was the second negotiated by the district since it took over from Key System Transit Lines in 1960.

The district offer turned down by the union proposed to increase drivers

pay 21 cents an hour in four steps to \$3.22, and class "A" mechanics, 31 cents an hour to \$3.88. Total compensation including all employee benefits was estimated at \$3.89 for operators and \$4.63 for mechanics.

In terms of an annual paycheck, operators would have taken home at the end of the first year an additional \$243. At the end of the second year the overall increase would have been \$453 a year.

Annual Paycheck Increase

For class "A" mechanics, the end of the first year was calculated at \$353, and the second year, \$634.

Total cost of the two-year package was estimated at \$1,232,000.

Other provisions of the district's offer included:

1—An additional holiday, raising the total to eight paid holidays.

2—A five-week vacation after 20 years of services. Employees now receive four weeks after 15 years.

3—Sick leave benefits beginning on the second full day of absence, with total accumulation permitted up to 50 days. The old contract provided for sick leave benefits after the third day, and total accumulation up to 40 days.

4—An additional \$2 monthly medical plan contribution per employee by the district effective July 1, and another \$2 beginning July 1, 1966.

(Continued on Page 3)

Government Joins District in Program to Equip Transit Fleet with Two-way Radios

Moving ahead with designs and technical procedures, AC Transit laid out a timetable this month for a summertime start on installation of a two-way radio communication system to link its basic fleet of buses through electronic equipment.

Governmental go-ahead on the project of purchasing and installing 300 radio units on buses was given with approval of a maximum \$179,333 capital grant by the U.S. Housing and Home Finance Agency.

Initially, the grant is limited to an estimated \$134,500, half of the projected cost of \$269,000, with the district supplying matching funds. Additional funds, to the maximum amount, can be expected, however, after planning agencies such as the Association of Bay Area Governments and the Bay Area Transportation Study Commission determine the status of areawide land use and transportation plans.

The project is to include mobile,

telephone-type radio units and establishment of a status board to indicate, by lights and numbers, each bus, its route and schedule.

The board will enable each dispatcher to tell at a glance the exact vehicles in operation and their respective routes.

Notification by Robert C. Weaver, administrator of the HHFA, of affirmative action on the district's application for the grant, enabled AC Transit to proceed with ordering designs for specifications.

After the call for bids on equipment and the awarding of contracts, the district expects to start with actual installation.

Radio communications with the basic fleet is expected to increase efficiency of operations, while deterring holdups and disturbances. The system also will be of benefit in coordinating bus service on a day-to-day basis with the future rapid rail transit system.

Transit Advertising Revenue Zooming

Revenue from transit advertising rose 9.2 per cent in 1964, establishing it as the second fastest growing advertising medium in the United States, surpassed only by television.

And advertising is expected to continue its upward zoom, according to a report of the Transit Advertising Association.

The report estimated another 10 per cent increase for 1965, keeping pace with the addition of transit equipment throughout the country. Transit advertising now is carried on more than 66,000 vehicles, including buses, subways, elevated and commuter

trains.

Television, the leader in 1964, showed an advertising increase of 10.1 per cent.

AC Transit's income from bus advertising has jumped over 48 per cent in the past four years, according to Metro Transit Advertising, which leases the advertising space on AC Transit equipment.

Advertisers spent \$201,704 on district coaches during 1964, as compared to \$136,156 in 1961, first full year of AC Transit operation, according to E. B. Sorensen, vice president of Metro Transit Advertising.



DISTRIBUTION OF GROSS INCOME / 1964-1965 FISCAL YEAR

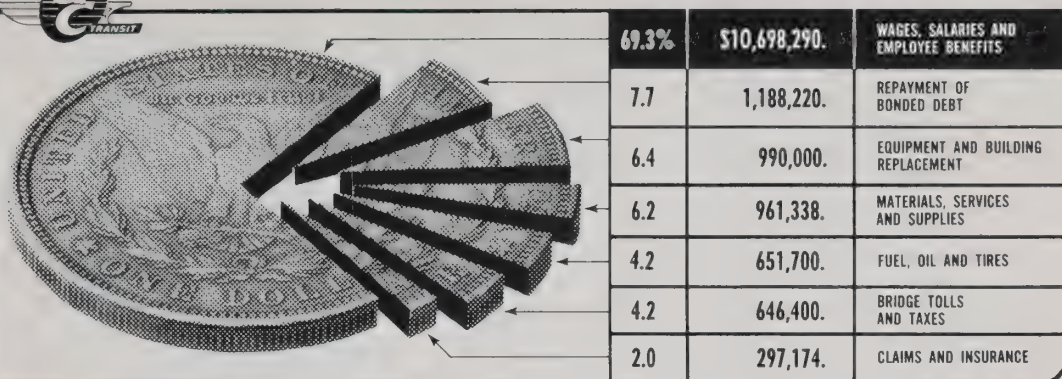


Chart indicates proportion of AC Transit labor costs.

Arbitration to Begin on Labor Contract

(Continued from Page 1)

Several changes in work rules and regulations also were contained in the contract proposal. The district also offered to begin negotiations for an improved pension plan.

In the two contracts negotiated previously by AC Transit and the Car-men's Union, mechanics have received a total of 89 cents per hour increase, or 33.2 per cent increase in basic wages during the past four and a half years. Previously, under Key System, it took mechanics some 12 years to attain the same rate of wage increase.

Bus drivers have had their wages boosted 61 cents an hour, or 25.4 per cent increase, during the same period. The same percentage boost required a period of nearly eight years under Key System.

The expiring agreement placed AC Transit among the highest paying operators in the United States. Out of some 1,000 transit companies in the nation, AC Transit presently stands in tenth place on the basis of hourly pay.

On the West Coast, AC Transit operators make an hourly wage of \$3.01, while in Seattle the rate is \$3; Portland, \$2.80; Sacramento, \$2.82; Los Angeles, \$2.91, and San Diego, \$2.83.

AC Transit mechanics also top the field, with an hourly wage of \$3.57, as compared to Seattle with \$3.345; Portland, \$3.16; Sacramento, \$3.24; Los Angeles, \$3.36, and San Diego, \$3.13.

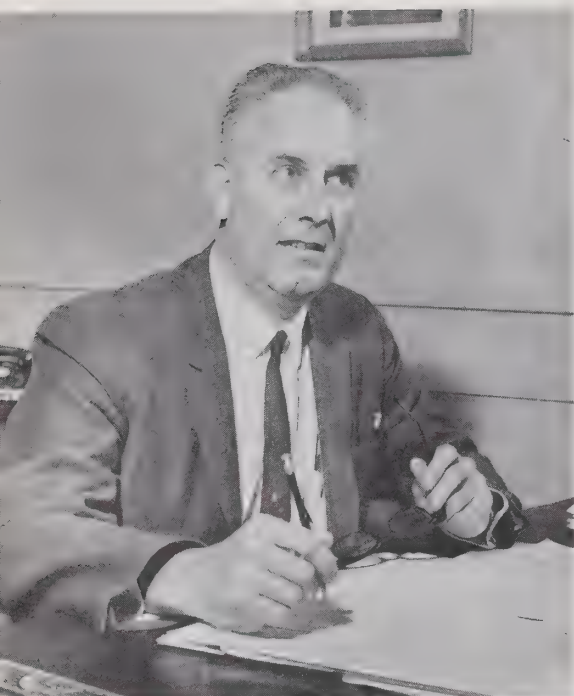
Only comparable property to surpass AC Transit is the San Francisco Municipal Railway, which by city charter requirement, pays the average of two highest basic wage scales of properties in the United States, serving a population of at least 500,000.

Charter Requirements

Under this provision, Muni operators now receive \$3.1325 an hour. Other union workers, also by charter requirements, are paid according to contracts negotiated by various crafts, placing mechanics presently at a scale of \$3.8625 an hour.

Highest paid bus line in the nation is a government-subsidized property, operated primarily for atomic energy workers in Idaho Falls, Ida. Wage scale for operators stands at \$3.18 per hour.

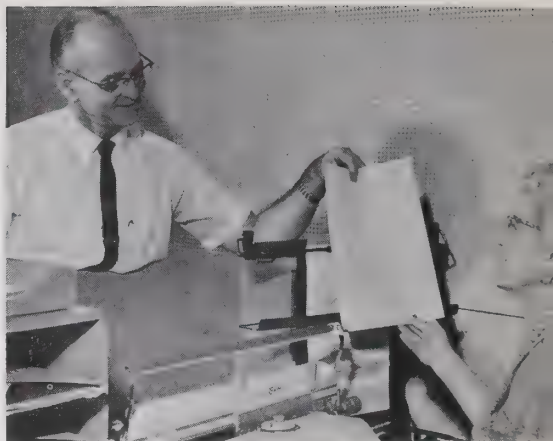
During the fiscal year ending this month, the district expense for wages, salaries and employee benefits represents \$10,698,000 or approximately 70 per cent of total district costs.



W. E. ROBINSON, as superintendent of schedules, happily handles a multitude of problems, with equanimity.



RICHARD VIDELL, right, as supervisor of schedules, goes over traffic check assignments and schedule adjustments with Robert Rausch, left, and Don Larson, schedule analysts.



WORKSHEET for a public timetable, okeyed by Levert Cogswell, is handed to Agnes Fromhold for typing.

SCHEDULING

Pulse of AC Transit

Although there MIGHT be more complex functions than those performed by the scheduling department, the man in charge sums it this way:

"If you're the worrying type, it would kill you fast."

As a veteran of almost 30 years in the department, W. E. Robinson, superintendent of schedules, has illustrated his ability to survive by holding the reins of a complicated and important section in equable hands.

Each day has its problems, its loose ends and a job never done—so each day, to "Robbie" has unending interest.

It takes dextrous juggling, continuing change, continuing analysis, expert help and expert knowledge. And from the package comes the pattern for AC Transit service; the routes followed by the buses, the schedules they observe, the transfer points made, the places the buses stop.

And always the department is faced with the question: "Is the best possible use being made of every possible motor coach and driver?"



TRAFFIC checker Donn DesBoine collects data on line usage.



MRS. MARY CHIOCCA posts mileage compiled by George Harrison.

Statistics, perhaps, are the first ingredient in the goal.

Like any recipe, the statistics are put together from parts, gathered by traffic checkers in the field; reports from supervisors, operators, central dispatch; from private calls and letters. Added together, they tell how a line is operating, how it is being used, how it can be improved.

Schedule analysts summarize and tabulate the data—including mileage records, computed each day and charged to equipment used, to give the district its cost-per-mile yardstick for helping to determine whether the system is operating in black or red ink.

While scheduling keeps one hand on the pulse beat of the system, watching each line—and endless peak-hour variations—it has another hand busy changing and updating timetables.

From scheduling comes the pocket timetables handed out to bus riders at the rate of 1,500,000 a year.

The public gets one version. Drivers, supervisors and operational management get another version—the daily working timetables which detail

which coach will be running on what line at what time. These are “charts” for operating the far-flung network.

Another part of the job is the operator’s “paddle”—taken from the working timetable and a directional part of each coach trip, set up so each driver knows his exact runs and schedules.

Scheduling also handles the coach stop listings, keeps the destination signs up to date, calculates vehicle hours and pay times and prepares endless analysis—more than enough to keep the processing department whizzing at typing, proof reading and mailing stacks of vital material.

Aside from its function of setting up the best schedules to meet passenger needs, the department has a creative role in research and development—thinking up new ideas, considering ways of speeding up service, determining location of new lines and how to cut the “dead wood” out of lines with little patronage.

“We try to put the best product possible on the road, tailored to the best advantages of the public and the district,” according to Robinson.

Operators Try to Score as Bus-O-Rama Brings Out the 'Brave' in Course Trials

The most "courageous" among the district's 975 operators ran through the preliminaries in the "Bus-O-Rama" early this month, making their score in a contest to pick the top driver of 1965.

The first three weekends in June were set aside to give the record number of entrants a chance to drive the course, before the three top winners were scheduled to wheel off against each other at the finals June 27.

Only the most valiant were credited

with testing their skill at the first preliminary, driving through, around and by obstacles set up on the paved parking lot north of Youell Field. Other entrants turned out to watch — and to mentally check the course and look over the lay-out before they take a turn at the wheel.

Drivers again face seven problems encountered in street operations, but the course this year is different and "slightly tougher" than the 1964 run — including a cross-over route of travel.

Although "muscles" were expected to play a special part this year, with problems requiring more steering, women operators indicated by a high percentage of sign-up that they would match ability with the best of the men.

"Interest of the women drivers was boosted last year when Mrs. Bessie Hanson of Richmond, veteran mother and grandmother, made it to the semi-finals.

Also signed up to defend his title as "best driver of 1964" was B. R. McCaslin of Seminary division, who carried off first place honors by "driving exactly like operating on a traffic busy street."

Three top winners this year will receive handsome, battery operated clocks, mounted on engraved bases, with gold or silver decoration. The perpetual trophy will be given to the division represented by the winner.

All contestants will have a shoulder patch to show they made it to the starting point, according to G. G. Wadsworth, safety engineer.

Transit Worker Dies

Theodore M. Gunn, 75, a bus driver from the time he entered service in 1942 until he was pensioned in 1961, died on May 12. He lived at 787 Pomona Ave., El Cerrito.

30 New Buses Added to 'Transit Liner' Fleet

Another 30 new "Transit Liners" were ordered this month, increasing to 370 the fleet of streamlined buses.

Delivery of the new equipment will enable the district to retire older equipment that was built some 18 years ago following World War II.

Biggest noticeable improvement will be on small neighborhood bus lines where obsolete buses will be replaced by new equipment.

Half of the bus order will be delivered by next September and the remaining buses by the end of the year.

Total cost of the new buses is \$810,000 and will be paid from funds already earmarked in the current year's budget. Fifteen of the new buses will have a seating capacity of 45 passengers, and the other 15 a capacity of 51.

Contract for the buses was awarded by the board of directors to the lowest of two bidders, General Motors Corp.

The award also incorporates an option for the purchase of up to 30 additional buses before May 1, 1966, giving the district the advantage of holding the line against possible price increases.

AC/transit PASSENGER REVENUE . . . COMPARISON WITH PREVIOUS YEAR



Business dropped back into the red side of the ledger for AC Transit during April, with a decrease in the number of passengers using the service.

Passenger revenue for the month totaled \$1,086,656, a decrease of \$30,302 or 2.7 per cent compared to the \$1,116,958 collected from riders in April, 1964. Total riders carried on East Bay and transbay lines reached 4,506,129, a decrease of 4.09 per cent below the 4,698,295 who rode a year ago.

Transbay commute sales were up, however, reaching \$183,720 for the month, a boost of 1.2 per cent over sales of \$181,565 in April of the previous year. Miles of operation totaled 1,932,161, a drop of 0.9 per cent from the 1,950,644 miles operated in the same period in 1964.

The district's total revenue of \$1,323,259 was sufficient to cover operational expenses of \$1,147,238, up \$1,612 or 0.1 per cent over a year ago, as well as provide for equipment renewal and bond debt requirements.

The transit industry nationally indicated a decrease in April of 1.80 per cent.

District Chalks-up Two Records During May

The sun beamed specially bright for AC Transit on two occasions during May, giving the district impressive tallies to post on its records.

The best turnout of passengers yet kept the fare boxes jingling on May 7, as East Bay and transbay lines carried 202,656 riders. The fares collected totaled \$47,706, highest record for a

single day. The previous high of \$47,338 was reached on an overcast and rainy day during the last Christmas season. Contributing to the new record were receipts from race track service to Golden Gate Fields.

Sunday passes sold on May 23 totaled 1597—highest number of passes sold during regular Sunday operations.

ACTIONS OF THE BOARD

At an adjourned regular meeting May 19, 1965, the Board of Directors:

- Recommended highway program of the Alameda County Highway Advisory Committee for inclusion in the 1966-67 fiscal State highway budget, on motion of Vice President McDonnell.

- Opposed Assembly Bill 2867 relating to the acquisition of transit systems, on motion of Director Rinehart.

- Approved service expansion on Lines 33 (Berkeley Express), 93 (San Lorenzo), and A (12th St.), on motion of Director Bettencourt.

* * *

At the regular meeting June 9, 1965, the Board of Directors:

- Authorized President Coburn to appoint transit board representatives on a board of arbitration, on motion of Director Copeland. (See story, Pg. 1.)

- Approved revised membership dues in Albany Chamber of Commerce, California State Chamber of

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JOHN F. LARSON	Treasurer/Controller
GEORGE M. TAYLOR	Secretary
ALAN L. BINGHAM	Public Information Manager

Commerce and San Leandro Chamber of Commerce, on motion of Director Rinehart.

- Awarded contract for purchase of 30 new buses to General Motors Corp. at a cost of \$810,000, on motion of Director Rinehart. (See story, Pg. 6.)

New Tour Folder Issued for Berkeley Hills

A "special" tour booklet was being issued by the district this month to encourage riders to go traveling for "atmosphere and interest," with a planned bus trip to Berkeley gardens, roses and hills.

The tour, including schedules, details a self-conducted ride from downtown Oakland to Berkeley, a trip up the north side of the University of California campus to the Berkeley Rose Garden, a loop around Grizzly

Peak Blvd., and a walk to an orchid nursery.

As a finale, a visit to the Sather Gate area of University of California is suggested, for a look at shops, people and a stop at a sidewalk cafe.

The free booklet may be obtained by telephoning Transit Information (653-3535) or from the information bureau at the general offices, Latham Square Building, Oakland.

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Liberalized Transfer System to Make Riding Easier for Passengers

Bus passengers will be able to hop off their coach, shop a bit or do errands and hop back on the same line or another line, under a new transfer system planned by AC Transit.

The simple, universal transfer plan unravels the complicated system inherited by the district and makes it easy, convenient and economical for riders to use their East Bay bus network.

The plan, worked out with enthusiastic board approval, continues the basic rule that passengers can travel to a desired destination within a single fare zone, transferring to or from any bus line in a general direction away from point of origin.

The added liberalized privileges will allow riders to enjoy a stop-over or "shop-over" at any point, up to a certain time limit. They then can board a bus on the same line or any other line, at any regular passenger stop, and continue their trip, as long as time, date and direction are valid.

As an example, passengers home-bound from a downtown area can get off at a neighborhood shopping district to do errands or make purchases, such as groceries. They then can get back on a bus when they are finished to complete the trip home—all for the initial fare.

(Continued on Page 3)



SAFETY ENGINEER G. G. Wadsworth congratulates trophy-winning Bus-O-Rama champions, from left: Clifford Gregg, first place; Verne A. Pratt, second; Robert E. Peacock, third place.

Winners Prove Care Counts in Skill Test

Careful, smooth driving, in accord with the district's driver training program, paid off in the second annual Bus-O-Rama as operators with a firm and knowing hand again drove off with honors.

Staged for fun—and to sharpen operating skills and point up safe, defensive driving practices—the contest again proved the value of steady, sharp street-type operations.

First place trophy as "Driver of the

(Continued on Page 2)

TOP DRIVERS and superintendents include, front row, from left: Robert Peacock, Verne Pratt, T. P. McLean of Seminary Division, winner Clifford Gregg. Back row: N. P. Alevizos, Richmond Division; Richard Haley, Milton Huff, Milton Stubbs, Daniel Small, Calvin Bryant, Dale Goodman of Emeryville Division; Gunter Hentschel.



BUS-O-RAMA

(Continued from Page 1)

Year" was won by Clifford Gregg, 36, of 18420 Crest Ave., Castro Valley, who outscored eight other driver finalists.

He used no particular strategy in tallying top score, but concentrated, he said, on techniques learned in training before he went to work for the district over five years ago.

Safety Engineer G. G. Wadsworth and Training Instructor Stan Pearce termed Gregg a "very smooth driver," who had no accidents during 1964 and did a good job on the street.

The win by Gregg kept the perpetual trophy at Seminary Division, where it has held a place of honor for the past year.

The second place winner, Verne A. Pratt, 37, of 816 West 8th St., Hayward, is a fellow driver with Gregg at Seminary—making it a double victory for the East Oakland division.

Robert E. Peacock, 58, veteran operator from Richmond Division and another "steady, careful driver," rolled up a repeat this year by taking the third place trophy—the same honor he won in 1964.

Over 650 drivers entered the competition, with nine operators and three alternates making it to the finals after preliminary run-offs narrowed the field to top men from each division.

The drivers maneuvered their buses through seven problems simulating actual driving conditions including a zig-zag through a narrow street, squeezing through an opening only two inches wider than the bus, weaving among barrels, stopping for a railroad crossing and running through an aisle of red balls scarcely wider than the rear tires.

If a golf ball balanced on a tee on the dashboard fell, the operator lost 25 points — an apt test of smoothness of operation.

Also competing in the finals, in the order of finishing, were: Calvin Bryant, 659 56th St., Oakland; Daniel Small, Jr., 431 Shore Rd., Pittsburg; Gunter P. Hentschel, 15290 Central Ave., San Leandro; Richard L. Haley, 1748 Sutter Ave., San Pablo; Milton Stubbs, 1452 55th Ave., Oakland; Milton O. Huff, 2425 Church Lane, San Pablo.

Alternates included Edward Cordeiro, 1846 8th Ave., Oakland; Kenneth Ronning, 2999 Brook Way, San Pablo; William Rivers, 10786 Pippin St., Oakland.

The winners were featured in newspaper, radio and television coverage. Gregg also was honored by station KABL as "Citizen of the Day," in recognition of "outstanding contribution" for his proven dedication to safe driving.

Board Approves New Tentative Budget Pending Settlement of Labor Contract

A tentative budget, estimated at \$15,833,100, has been approved by the district's board of directors, although expenses cannot be determined finally until a new labor contract is signed.

The preliminary budget for the fiscal year which started July 1 is \$400,000 higher than the year just ended, according to Ray H. Rinehart, chairman of the district's finance committee.

He attributed the increase to a 3 per cent boost in district costs.

No increase in wages is provided in the tentative budget. A final budget will be adopted after conclusion of arbitration proceedings, agreed to by AC Transit and the Carmen's Union. Wages, salaries and employee benefits currently account for approximately 70 per cent of district expense.

Revenues for the new year are estimated at \$13,392,000, representing a one per cent increase. Income from the current 12.5 cent property tax rate is calculated at \$2,340,000, leaving a balanced budget.

"Any increase in wage scales will, of course, put the budget in the red unless other expenses are reduced or we find new sources of revenue," Rinehart reported.

Named to the board of arbiters who will put together terms of the new labor contract were:

For AC Transit, Harold M. Davis, executive assistant to the general manager, and John E. Cantwell, vice president and general manager of United Employers. The union named Richard K. Groulx, assistant secretary of the Alameda County Central Labor Council, and Ronald T. Weakley, business manager and financial secretary of Local 1245, International Brotherhood of Electrical Workers.

The arbiters agreed upon Adolph M. Koven, San Francisco attorney and prominent labor contract arbiter, as fifth member of the panel.

Arbitration meetings began on July 19 and were to continue every day, until the proceedings are completed.

Transfers to Allow 'Shop-Over' Privilege

(Continued from Page 1)

Passengers will be able to transfer at convenient points—walking a few blocks if they wish—to take the same bus or another bus, as long as they are within their time limit and heading in the same direction.

Lopping off stipulations which have been added to the transfer regulations over the years, complicating it beyond general understanding, the simplified system has been worked out along the district's philosophy of providing service for the convenience of passengers, making bus travel pleasant and convenient.

The improvements are designed to remove any embarrassments or difficulties from transferring—which the

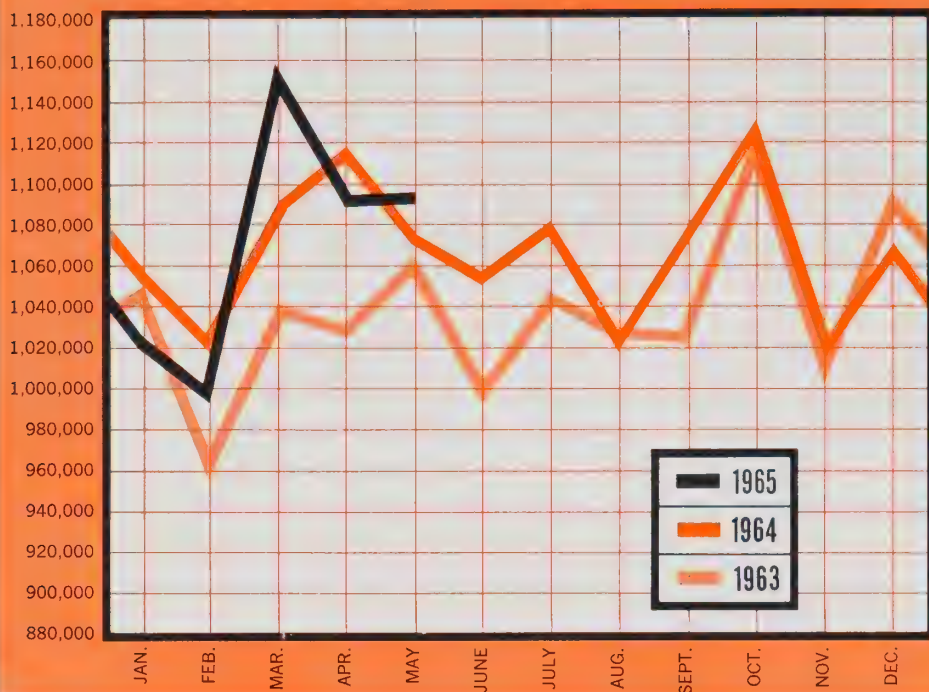
district feels at best, is an inconvenience to riders.

In addition, the "shop-over" will give neighborhood districts transfer advantages similar to that enjoyed by downtown Oakland and San Leandro, with the "shop-a-round" pass, another transfer privilege.

The improvements also will permit passengers to complete their ride on lines having a one-way terminal loop, and make transfers in more convenient locations in certain instances, where short reverse movements are involved.

The simplified transfer system was presented to the board for approval by W. E. Robinson, superintendent of schedules.

AC/transit PASSENGER REVENUE . . . COMPARISON WITH PREVIOUS YEAR



Transit operations showed a slight upward trend in May as passenger revenue and the number of riders carried moved the district into the black.

Passenger revenue for the month totaled \$1,091,979, an increase of \$21,498 or 2 per cent over the \$1,070,481 collected during May of 1964. Total riders carried on East Bay and transbay lines reached 4,589,335, an increase of 1.12 per cent compared to the 4,538,537 passengers who rode district buses during the same period, a year ago.

Transbay commute sales continued to gain, with a total of \$169,619 for the month, up 1.7 per cent over the 1964 May figure of \$166,823.

The districts total income of \$1,358,385 was sufficient to cover operational expenses which were up \$51,547 or 4.7 per cent over the same month a year ago, as well as provide for equipment renewal and bond debt requirements. The district operated 1,900,576 miles during the month, a decrease of 34,711 miles or 1.8 per cent.

Welcome Due New Group of Transit Employees

It was "welcome aboard" time in May and June for these new employees:

General Offices

Public Information: Barbara Slover, 100 Monte Cresta Ave., Oakland, secretary.

Emeryville

Maintenance: John McGuire, 1006 Jefferson St., Oakland, electrician.

Seminary Division

Bus Operators: T. A. Bodine, Jr., 1900 Seminary Ave., Oakland.

Maintenance: Daniel O'Brien, 14845 Sylvia Way, San Leandro; Jerome Burkett, 15811 Via Hornitos, San Lorenzo; Irving Jones, 1075 32nd St., and Jessie Gutierrez, 2009 Vicksburg Ave., Oakland, service employees.

Buses Help Cerebral Palsy Victim to Go 'Round and Round' in Own Chair

When the wheels go 'round for Gerald Trejo, 25, cerebral palsy victim, it's a matter of private and public determination.

Trejo, who lives with his grandparents, Mr. and Mrs. Alfred Machado at 4034 Masterson St., has proven he can get practically anywhere, by adding wheels upon wheels.

With a wheel chair as his only mobility, he decided if he ever wanted to "go where I want to and stay as long as I want," he would have to try other wheels, with AC Transit.

"I wanted to go places, but it wasn't fair to be asking people to take me—and wait for me. One day a friend and I wheeled down to a bus stop and were kidding about hopping a bus," Gerald explains.

"Then I thought, 'Why not try?' He went along with me and the next bus that came along, we got aboard, with the wheel chair, and rode five blocks. Then we 'walked' back. That broke the ice. The next week, I went down town. And I've been going since."

Gerry is a constant user of district service, especially to his job in the workshop for handicapped persons at the Cerebral Palsy Center, 4500 Lincoln Ave.

He waits for a Line 57 bus at 39th Ave. and MacArthur Blvd. and if it's crowded or has a woman driver, he lets it go by. Otherwise, he wheels up to the door and asks the driver to take his token. Then he pulls himself up the steps by the bars alongside the door. The driver, or sometimes a passenger, puts the chair on the coach and Gerry holds it beside him.

He reverses the process when he gets off, making a transfer the same way at Coolidge Ave. and MacArthur



BUS OPERATOR G. A. Johnson holds on for Gerry Trejo as he exchanges one set of wheels for another.

when he boards Line 15-A to go to the Center.

According to personnel at the center, where Gerry has been going since it was incorporated in 1949, he's a whizz on wheels and they're never sure when he's going to come rolling in "in over-drive."

He's found bus drivers and passengers helpful and friendly — "they like to kid me" — and he's found independence and an outside world. Imperfect control of his muscles hasn't dimmed a sense of humor, interest in things—or his courage.

Cable Cars & Buses

*Camera records 65
years on Washington
St. and transit from
rigs to horse power*



A rare photograph of Washington St., taken when the downtown Oakland thoroughfare still was “zippered” with a cable car slot and banded with overhead trolley wires, was discovered this month by one of AC Transit’s venerable veterans.

James C. McBrien, 87, of 5425 Thomas Ave., Oakland, went to work on the third Key System ferry boat, the “San Francisco,” in 1905, and retired as a chief engineer in 1940. He found the yellowed photo in a trunk, adding it to other historical pictures he has given the district.

Although similar to other photographs of the 1898-1902 era, it presents a new view of Washington St. to railway historians.

According to Vernon J. Sappers of the California Railway Historical Society, the photograph shows a car of the Oakland, San Leandro and Haywards line at 11th Street, at a period when it was sharing common rails with the Piedmont and Mountain View Railway and the 14th Street Railroad.

The old Oakland City Hall stands pleasantly at the head of the street, at 14th. Horse rigs were the order of the day, but the age of electricity had begun.

The Consolidated Piedmont cable, trying to meet the new era, had put up wires and tried to operate both cable cars and trolleys. But, scorched



financially by electric power, they sold out to Piedmont and Mountain View in 1895.

Two years later, both the Piedmont and the 14th Street lines were acquired by the Realty Syndicate, part of the consolidation which resulted in formation of the Oakland Transit Company — the parent of the AC Transit of today.

The Oakland, San Leandro and Haywards line, last to be brought into the fold in 1901, used the rails on Washington St. as far as 13th St., where the line turned right, wound around a bit to reach East 14th St., to continue its journey to Fruitvale, Fitchburg, Elmhurst, San Leandro and Haywards, an epic journey and epic line.

Mt Asama in Winter

貴殿からの荷物を4月20日に受取
りました。昨年の4月にハスの中に、充め
たのですか。前に書きには英字が
出来ていたのに、どうして事が出たな
かったのです。今「龍」まで送つてお返し
するつもりは、私も考へておりました。
（た、本年にありかたの通りです。）
今件、その様子は、もう既に思作様に
知らせ済み、申しあげたいことを、件は、
思作、宛で送る。昨年4月より今年向
Oakley町のEmerson農場で、貴国の
社内で思作を飼育したい。そこのから
日本と思作のものを紹介しようという。こ
れは又いいね。 Seichiro Seki Akaiwa.
(~~Seki~~) Agatsuma-gun, Gumma-ke.

目錄



USA

PAR AVION
航空郵便

Seiichiro Seki”

☆☆☆

A very satisfied rider”

ACTIONS OF THE BOARD

At an adjourned regular meeting June 23, 1965, the Board of Directors:

- Approved an interim estimate of operating revenue and expense for fiscal year 1965-66, on motion of Director Berk.

Transit Veterans Off For the Near and Far

After 42 years behind the throttle and the wheel, M. P. "Sammy" Samuelson has "blown the whistle" on regular transit work to go traveling on his own, in a camper-trailer.

Retiring effective August 1, Sammy and his wife have left their home at 2501 67th Ave. to start wandering, following the beckoning call that took him off the farm and into transportation in 1923.

Always a "Casey Jones," Samuelson started as a street car conductor, made it up to front as a motorman, then switched to the trains at the Key System pier.

Starting as a brakeman in 1926, he again worked his way forward to the cab, working all the Key train lines before moving briefly to buses in 1941.

He went back to the trains to instruct wartime motormen, returning to driving in 1948, working out of Seminary Division.

Also retiring from Seminary Division was Ernest Rundquist, 2232 San Jose Ave., Apt. 3, Alameda, after 20 years as a maintenance mechanic.

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GEORGE M. TAYLOR	Secretary
ALAN L. BINGHAM	Public Information Manager

George Medeiros, 1051 Donovan Dr., San Leandro, who started at the Oakland yards in 1941, retired as a service employee from Emeryville.

★ ★ ★

Eniar Thorstensen has left the night shift in the maintenance department at Emeryville Division to move to Norway with his wife, Verna and son. A surprise send-off from fellow workers featured a cake "designed somewhat like a ship" and coffee.

Counting the days, with crossed fingers, before a long planned air hop to Europe is Mrs. Elda Stegmiller, secretary to Joe Enos, maintenance superintendent at Seminary.

She and her husband, Lawrence, plan to leave the end of next month for a look at England, Paris, Switzerland and Italy.

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For the Good of Your Community

AUG 31

Vol. 8 No. 4

OAKLAND, AUGUST 1965

UNIVERSITY OF CALIFORNIA

Campaign Tells Public of New Transfer Plan for 'Stop-off and Go-again' Riding

With Sept. 7 as "go date" for the district's new transfer plan, a thorough campaign was launched this month to acquaint the public fully with "Stop-off and Go-again" bus riding advantages.

The expanded transfer system will allow passengers to get off buses for stop-overs, board a later bus on the same line or another line, as long as they do not reverse direction and keep within a reasonable, over-all time limit. Total "stop-off" time will vary from one to two hours, depending on the line.

To inform residents of the convenience, offered "for the first time anywhere," the district will make use of another innovation.

"Take-one" hooks will be installed on all coaches, to hold flyers which will explain "Stop-off and Go-again" riding.

Buses also will carry special cards, explaining advantages of the plan. Of special interest to midday riders, it

will allow passengers to go on errands or a bit of shopping—at no additional cost to the rider or the district.

Transbay commuters will enjoy the same privileges on homebound trips. The system also will enable patrons to transfer at more convenient points and permit them to complete rides on buses having a one-way terminal loop.

One hundred queen-sized panels will announce the plan on the outside of buses. Announcements similarly will be carried on four radio stations and a television station, and in advertising in daily and weekly newspapers. Signs will be posted at bus stops at major intersections to further explain the new concept.

Expansion of privileges under the current transfer rule reflects the district's philosophy that transferring is an inconvenience at best and should be as pleasant and functional as possible — to encourage riders to use district service, rather than to deter them as potential passengers.

District Honored for Maintenance Efficiency

For the fourth year in a row, AC Transit has been given national recognition for excellency of equipment maintenance.

The district has been chosen to receive the 1964 Fleet Owner Maintenance Efficiency Award for its high level of maintenance performance at a cost consistent with type of

service performed in the area, according to notice received by General Manager K. F. Hensel and E. A. Towers, maintenance superintendent.

Hensel will receive an award plaque during the American Transit Association annual meeting in New Orleans in October.

The Fleet's In



CHARTER buses line up in snappy, military precision to provide landbased service for men aboard the aircraft carrier Kitty Hawk after its arrival at Alameda Naval Air Station. A check after the long liberty weekend showed 10,000 "white hats" were shuttled on the buses.

A liberty weekend for some 3,800 sailors off the aircraft carrier Kitty Hawk turned district charter buses into landing craft this month—hitting beachheads in Oakland and San Francisco in a 'round the clock pattern of invasion.

When the dust settled and the last sailor returned to dockside at the Alameda Naval Air Station, a traffic check showed that 10,000 passengers had made use of the earthbound, diesel-powered transportation, riding a total of 60 chartered buses.

Hitting the air station 12 hours earlier than expected, the men got leave on a Friday night—rolling out supervisory personnel and an extra

seven buses to "beef up" service on Line 42 and transbay Line A.

Buses chartered to take 2,500 men on liberty Saturday morning instead went on shuttle service, ferrying men back and forth to the two cities on a 24-hour basis for the two days.

The sailors had a fine time, the district had a busy weekend and the charter bureau, along with supervisors, were fervent in their own "anchors aweigh."

Personnel Changes Made by AC Transit

Two new employees joined district personnel at the Emeryville Division in July.

Harriet Pangelinan, 8223 Bancroft Ave., Oakland, was hired as a part-time PBX-Information clerk.

Willard Wayne, 3833 Redding St., Oakland, went to work in maintenance as a service employee.

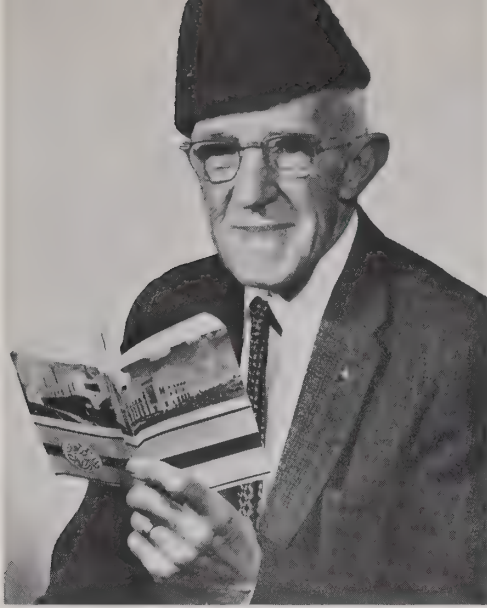
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Arnold J. Potter, 77, of 9501 Plymouth St., Oakland, pioneer street car operator and bus driver, died April 29. He went to work in 1921, retired in 1954. Only pensioner whose death has been reported in almost three months.

Sunday, Holiday Pass Sales Exceed 200,000

Sale of AC Transit's Sunday and Holiday Fun Pass zoomed past the 200,000 mark on July 18, appropriately marking a third anniversary for the popular special-rate tickets.

The pass, sold for 60 cents, permits unlimited, all-day riding on East Bay lines. It consistently has boosted Sunday-holiday revenue since it was introduced in July, 1962.



At Last! Timetable Stumps Expert

L. O. Alward returns from world trip with unreadable schedule . . . and new hat.

For the time being, at least, you can delete “traveling” after the name of L. O. Alward and idle those itching feet.

After nearly five months of wandering around the world, the retired AC Transit scheduling expert has returned to Oakland to hover for a while in home port. Something new has been added, though—a Russian hat to give him a “comrade” look.

Alward, who officially put away his schedules and pencils on Feb. 1 after 39 years of service, has a bundle of experiences to assimilate.

He visited 15 countries, but for a man who knew the “where-of” of every AC Transit line, he has a confession or two.

He doesn’t know how many miles he traveled.

And he found a timetable he couldn’t read — an Egyptian production, written in Hindi.

Alward did the tour bit in each country, but also met and talked with the people, on an eye to eye and smile to smile basis.

He can tick off these highlights:

Riding the “beautiful train from Tokyo to Osaka — fast, air conditioned, each seat reserved—train travel like an airplane . . .”

The new capital of Kuala Lumpur in Malaysia — futuristic aluminum and glass in the vastness of the subtropics.

Bangkok—sticky hot, but unforgettable with its temples, its priests and their orange robes and shaved heads — “real Arabian Nights.”

The “first big thrill—seeing the sun go down on the face of Taj Mahal — descriptions can’t do it justice.”

The “second big thrill” — at Cairo, under the stars on the desert, watching colored lights play on the face of the sphinx, giving an illusion of life, while the “History of the Nile” unfolds in song and tale.

Alward had many other high spots—including attending the opera at La Scala, at Vienna and in Moscow.

He found the people of Russia friendly; tourist arrangements excellent; Moscow beautiful, with wide, clean streets; everybody working and excellent transportation, including a modern subway where you can ride all day for six cents. Each station is painted a different color, making it the simplest thing in the world to know where to get off.

Filled with experiences, Alward has been touched by moonbeams and after he rests a while—well, who knows—there’s still Spain to see—and Africa.

Buses and Kids Orbit off to Circus

It might have looked like 44 buses to most people, but to 2,000 youngsters, AC Transit coaches were silver chariots which transported them to the wonder-wonder land of a circus.

The recent mass pick-up and delivery to the Children's Hospital of the East Bay circus at Oakland Auditorium hit a new high in unusual—and fun—charter operations.

Coaches traveled to all parts of Alameda and Contra Costa counties to gather kids who otherwise wouldn't have expected to see the "greatest show on earth."

They were guests of Edward J. Daly, president of World Airways, who took over the main floor to give deprived children a free day at the circus. When they arrived at the auditorium, each child was handed an envelope containing two \$1 bills to spend on sideshows, cotton candy and the souvenirs which put icing on a young circus cake.

Drivers were as pleased as the gleeful and excited children, wheeling them up to the auditorium for a grand entrance. Members of the Oakland Rotary Club helped to care for the youngsters—some of them in wheelchairs—ushering them to their seats after handing each the \$2 treat money.

Only one mishap occurred during the mass movement—and it was turned into a special, starry-eyed experience for a bus load of guests from the Neglected Child Cottage at Martinez.

Because of a delay at the cottage, Operator M. S. Fulton was unable to get his passengers to the auditorium until after the matinee had started and seats were filled.

A coach full of grief switched to all smiles as Fulton was directed to take the kids for a tour and to dinner at Kaiser Center, returning in time for the evening show. Fulton, with five children of his own, is used to "wall to wall confusion" at his own home, 1441 Portland Ave., Albany.

Undaunted by 42 young riders, he herded the youngsters and four counselors to Children's Fairyland, where "we traipsed around and had a real good time.

"I was kind of concerned about dinner, but those kids were just fascinated with the chance to pick out their own salad, dessert, drink and something hot. They were really well behaved. They even got to pick out some songs—one of them was 'Take Me Out to the Ball Game.' When we left they were given balloons."

Back at the circus, the children were ushered to ring-side seats while Fulton pitched in again, to help convoy the boys to restrooms and get the kids washed up.

"They were pretty quiet and tired by the time we got back a little before midnight, but they sure had a good time. It makes you feel real good yourself...."

INVITED to the circus as guests of an airways president, these youngsters couldn't quite believe each of those envelopes, being distributed by George Wheeler of the Oakland Rotary club, contained \$2 for "fun" spending. Chartered buses took care of transportation for 2,000 youngsters.



AC/transit PASSENGER REVENUE . . . COMPARISON WITH PREVIOUS YEAR



Transit operations continued a slight upward trend in June, both in passenger revenue and in the number of passengers carried during the month.

Passenger revenue for the month totaled \$1,066,477, an increase of \$12,629 or 1.2 per cent over the \$1,053,848 collected in June, 1964. Riders carried on East Bay and transbay lines during the month reached 4,422,154, an increase of 2.99 per cent compared to the 4,293,838 who rode on district buses during the same period, a year ago. Transbay commute sales showed a 2.9 per cent increase, with a total of \$183,742 for the month, as against sales of \$178,573 in June of 1964.

The district operated 1,887,535 miles during the month, an increase of 0.7 per cent or 13,224 miles over the same period in 1964. The district's total income of \$1,297,028 was sufficient to cover operational expenses, which were up \$121,695 or 11.5 per cent over the same month a year ago.

Go Adventuring by Bus with New Tour Booklet

A new edition of Sunshine Trails has been issued by the district to encourage residents and visitors to do their exploring and sightseeing by bus.

The free, illustrated 40-page booklet details trips that can be made by regular service throughout the East Bay—ranging from beaches to hilltops and from art to churches, with a sprinkling

of playlands, history, hiking, education, architecture and waterfront lure.

The public—and employees of AC Transit—can obtain a complimentary copy through a toll-free phone call to Transit Information or by stopping at the 4th floor information desk at the general offices, Latham Square Building, 16th and Telegraph.

The 'Safety Coach' Rolls Again in East Bay Memory



F. R. FAGEOL'S creative mind was evident when he staged photo at left in 1899. By 1924, his manufacturing ability had produced first fleet of Safety Coaches for Key System lines.

WITHOUT THE GLAMOUR of seagulls, a whistle or apparently even a historian to drape a tradition, buses have become an intrinsic part of East Bay transportation — with one name, particularly, linked to much that rolled for a quarter of a century.

Frank R. Fageol, who died this month, was an inventive, visionary producer, who gave the Key System its major bus fleet. He also helped to give AC Transit a pattern of operations which it has picked up, dusted off and moved into fields imaginative enough to have delighted the pioneer motor coach manufacturer.

Owner of the Fageol Motor Company in East Oakland, he had ideas which still arouse interest. A double-ended, articulated bus was one of his early developments, double deckers were another. Periphery parking lots outside of the city core and unique parking structures were among his designs.

Ill and in retirement in Orinda before his death, Fageol, 82, was unable to add details to his career. It reached

a peak, as far as East Bay transit was concerned, in 1942, when the Key Systems fleet of 248 buses was made up of Twin Coaches—a development of Fageol and his brother, William. But from onetime associates can be pieced together a chronology.

Moving to Oakland after the 1906 San Francisco fire and earthquake, Fageol and his brother had a car agency at 3420 Telegraph Ave. Intrigued in public transportation, they gave up the agency to build the “Fadgl” auto trains that furnished transportation at the World’s Fair in San Francisco in 1915.

That success was followed by the formation of the Fageol Motors Company and the building of the Oakland factory to manufacture an expensive passenger car. Before the car could be put on the production line, World War I became an actuality and the company, instead, produced the first multi-speed truck. In later years, Fageol also introduced quick drying enamel, pneumatic tires, air brakes, dual drive six-wheelers, aluminum



SAFETY coaches had become Twin Coaches when one of the first models, purchased in 1928 for Posey Tube service, shared 20th St. with "cranky" cars. Below, fleet of Twin Coaches stop at City Hall in 1935 during parade welcoming "latest in bus equipment."



frames and castings for light weight and other features now standard.

In 1922, Fageol again turned his genius toward passenger vehicles, presenting the first Safety Coach — a low slung highway bus with the unheard of guarantee of 100,000 miles.

It became an immediate success and in 1924 — the same year the Key System purchased its first "fleet" of Fageol Safety Coaches — the company opened a plant in Kent, Ohio.

The advantages of a rubber tired vehicle to replace the street car continued to occupy Fageol and his brother and in 1927, they organized the Twin Coach Company in Kent to build one of the nation's most famous transit vehicles.

Designed like a street car, it eliminated the hood and utilized all body space for passengers. The name was

derived from the two motors set under the long center seat. Electric models later followed the same design, except propulsion equipment was located under the rear seat.

The Twin Coach, gasoline and electric, had revolutionized the industry!

Gasoline models made up the Key System fleet until World War II brought a halt to production. "Trackless trolleys" later were ordered though they never actually rolled on East Bay streets.

By the 1950's, the once famous Twin Coaches had disappeared from the East Bay, although they currently operate in San Francisco and other west coast communities.

But for a number of years, they were well "polished" by thousands, who paid, rode, sat and therefore were a part of bus history.

ACTIONS OF THE BOARD

At an adjourned regular meeting, July 21, 1965, the Board of Directors:

- Approved service changes on Lines 40, 63, 64, 72, 80 and W, and liberalized transfer privileges, on motion of Director Bettencourt.

- Established fares for special express bus service between San Francisco and Memorial Stadium in Berkeley and Oakland-Alameda County Coliseum at 85 cents oneway, and \$1.50 roundtrip, on motion of Director Bettencourt.

- Authorized General Manager to execute contract with U.S. Housing and Home Finance Agency for installation of two-way radio system, on motion of Director Rinehart.

- Established special school fare to Skyline High School at 10 cents inbound and 20 cents outbound, on motion of Director Copeland.

transit-times

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GEORGE M. TAYLOR	Secretary
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- Approved \$1,500 annual increase to the General Manager's deferred compensation plan, on motion of Vice President McDonnell.

New Service to Meet Alameda Growth

An expanded network of bus service in Alameda is among improvements scheduled by the district early in September.

Crosstown service extensions and reroutings, planned for Lines 63 (South Shore) and 64 (San Jose Ave.), will connect Alameda's three main business and shopping areas with residential districts, and developments now underway.

At the same time, direct, frequent transfer connections will be provided to Oakland and main trunk lines.

Peak hour transbay service in the South Shore district will be extended into a new area, with Line W-1 inaugurated to replace Line W-G. The W-1 buses will terminate at High St. and Otis Dr., picking up riders from that area and the new Bayview Estates development.

At the same time, an additional bus will be added to Line W, to handle increased patronage and better cover the discontinued portion of the former W-G parallel route on Encinal Ave., between Grant and 8th Streets.

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Vol. 8, No. 5



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OAKLAND, SEPTEMBER 1965

OCT 8 1965

UNIVERSITY OF CALIFORNIA

District Workers Awarded 10% Wage Increase; Line Held on Taxes for Year

Pay Boosts, Employee Benefits Hit New High

An arbitration board this month awarded AC Transit workers a 10 per cent pay increase over the next two years plus improved health and pension coverage, at a cost of more than \$2,100,000.

The decision gives to over 1200 members of the Carmen's Union a minimum 30-cent hourly pay boost over the life of the new two-year contract expiring May 31, 1967.

An initial 15 cents an hour raise is retroactive to June 1 of this year, and the other 15 cents will become effective next June.

Bus operators had been making \$3.01 an hour — one of the highest rates in the country.

Mechanics Class A were awarded an increase of 23 cents an hour retroactive to June 1, and another 20 cents next June 1 — for a total of 43 cents. The current wage was boosted to \$3.80 per hour with the award.

The new wage rates will be applied to all union classifications beginning Oct. 1, to be followed by a four-month retroactive payroll by the end of Oc-

Greater Rider Growth Needed to Meet Costs

Expenses are zooming upward for AC Transit, as they are for business and private citizens generally, but the district will maintain its present tax rate for another year.

To reach a stable financial balance, however, more passengers must be attracted to use their bus network, now considered topflight in the nation.

Despite efforts to trim expenses to meet spiraling costs, revenue growth is not keeping up with inflation, according to General Manager K. F. Hensel.

While studying areas from which additional funds can be drawn, district directors decided against any immediate changes and voted to retain the tax rate at 12.5 cents per \$100 assessed valuation.

The board adopted a budget estimated last June of \$15,833,100 — some \$350,000 higher than the "break-even" budget of the past fiscal year. The estimate did not provide for increases in wages which resulted from arbitration of a new labor contract be-

(Continued on Page 2)

(Continued on Page 8)

Arbitration Board Gives Minimum 30-cent Hourly Pay Boost to All Union Employees

Continued from Page 1

tober, according to John F. Larson, treasurer-controller.

The district, which now puts \$12.83 per month into a group health insurance program for each employee, will be required to boost the amount to \$15 a month effective Sept. 15. Next year, on June 1, an additional \$3 per month will bring the total to \$18 for each union employee.

Annual costs of the district's pension plan were more than doubled. The program, which cost \$276,000 in the 1964-65 fiscal year, will be increased on March 1 by five per cent of the payroll, amounting to approximately \$756,000 for this coverage. The additional amount will cover new benefits not yet agreed upon, pending discussion and detailing of a funded, joint-administered plan.

An additional holiday, to be selected by the union, also was added to the seven now given to transit workers.

The award established a new classification of chief dispatcher for each division, at a monthly salary of \$657. The dispatcher rate was set at \$614 and the assistant dispatcher, at \$575.

The award will raise district costs by \$2,102,000 over the life of the contract, according to General Manager Kenneth F. Hensel.

Largest Pay Hike

The increase is the largest amount awarded since AC Transit took over from Key System in 1960.

The personnel and public relations committee of the board of directors is scheduled to meet early in October to consider salaries of non-union employees.

William H. Coburn, president of the transit district board, said the increase will put the budget for the new fiscal year in the red by \$750,000.

He said the award was higher than

we expected and it is obvious the district must find either new sources of revenue or devise economic measures to provide the funds needed to meet higher wage levels.

"We have made every effort to provide comparable wages for our employees, at reasonable levels. At the same time, we must maintain the district on a solvent, economic basis. We have to be able to pay our labor costs, and still develop the kind of public service that will attract larger numbers of riders," he added.

At a meeting last Aug. 25, directors voted to maintain the tax rate of 12.5 cents per \$100 of assessed valuation, in hope the district could meet "normal" wage increases out of reserve funds.

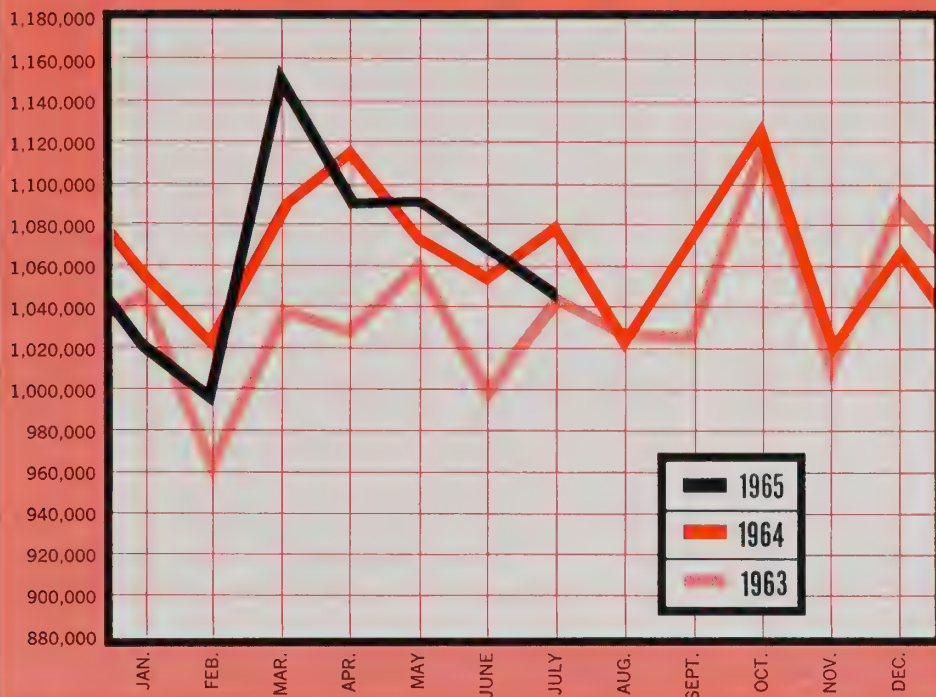
Second to Top

The wage raise will put district drivers in second place among bus properties on the West Coast. Only comparable property to surpass AC Transit is the San Francisco Municipal Railway, which pays drivers \$3.22¼ cents an hour under a city charter requirement, based on the average of the two highest basic wage scales of properties in the United States serving a population of at least 500,000.

The labor contract went to arbitration in June after union workers rejected AC Transit's basic offer of a 21-cent hourly increase over two years, plus fringe improvements. The union had a 25-cent hourly increase for a one-year contract, with improved fringe benefits.

The contract award was opposed by the transit district's two representatives on the five-man arbitration board. Supporting the decision were Adolph M. Koven, chairman of the board, and the two members appointed by the Carmen's Union.

AC/transit PASSENGER REVENUE...COMPARISON WITH PREVIOUS YEAR



Transit operations experienced a summer lull during July, first month of the new fiscal year, with both revenue and the number of passengers carried showing a decrease for the month.

Passenger revenue totaled \$1,050,731, a drop of \$24,879 or 2.3 per cent compared to \$1,075,610 deposited in the fare boxes in July, 1964.

Number of riders carried during the month on East Bay and transbay lines reached 4,082,706, a decrease of 3.03 per cent below the 4,210,378 who rode a year ago.

Transbay commute sales for July totaled \$173,783, against \$176,890 for the same month in 1964, while the district operated 1,862,964 miles of regular service, a decrease of 42,499 or 2.2 per cent.

The district's total income of \$1,297,960 was sufficient to cover operational expenses of \$1,121,810, up 0.2 per cent over a year ago, plus amortization and depreciation. It was not sufficient, however, to provide for full bond debt requirements. Deficit for the month totaled \$7,539.

The transit industry nationally indicated a decrease of 1.82 per cent for the month in number of passengers carried.

It's Another New High for Sunday, Holiday Pass

A new record in the sale of the Sunday and holiday fun pass was set on August 1, with 1,688 purchased by riders, it was reported to directors by

General Manager K. F. Hensel. The previous high of 1,597 was reached on May 23, indicative of the steady growth of the all-day pass.

Buses Get 'the Rush' at Skyline High

A special bus fare didn't discourage Skyline High students, who used 30 AC Transit coaches for deluxe ride home at end of first day. A 30 cent round trip rate was established to pay costs of special off-route mileage.



Special AC Transit buses seemed like a bargain this month to most Skyline High students, who for the first time were paying their own tab for off-route mileage to the school.

On the first day of school, the district took 2,141 youngsters to and from the hilltop high, compared to 1,752 who rode on opening day last year.

By the second day, the count rose to 1,125 making the trip to classes in the morning and 1,187 coming home for a total of 2,312. The tally was expected to go even higher after the youngsters "shake down" into a riding pattern. Fifty-seven buses were being used in the special service.

Enrollment was 2,056 last year and about 2,300 this year.

The students are paying the usual 10 cents to ride to the school in the morning and 20 cents to get home. The round-trip fare of 30 cents was established by AC Transit board of directors to meet the cost of what amounts

to a charter operation after the Oakland school board dropped its subsidy for the service.

While riding was up, there was some complaint from parents about why their youngsters had to pay more for Skyline High service.

In setting up the fare, directors explained that AC Transit taxpayers and passengers can't be expected to pay for special service to Skyline High or any other individual school.

Last year, an average of 1,000 students paid 10 cents in the morning and 1,200 paid 15 cents for the ride home, with the extra nickle going to the school district to pay half of its subsidy expense of \$21,000.

With major school openings spread over two weeks, transit staff members could expect about a month of operational problems before the most efficient schedules are determined for the 50,000 youngsters handled each school day.

FCC Approves Additional Radio Channel for District's Bus Communications Network

Permission to add a new channel to AC Transit's radio network was granted this month by the Federal Communications Commission — another step towards equipping 300 district buses with radio units.

The FCC approved the district's application to add a new base station and 300 mobile units for bus use. The same call letter KMA 776, will be used.

Specifications for the new system are being prepared by Watson Com-

munication Engineering of Richmond, now in the process of conferring with various manufacturers. Bids for the equipment will be advertised after the Federal Government approves the specifications.

A capital grant from the U. S. Housing and Home Finance Agency is helping to finance the project, which is designed to combat vandalism, robberies and assault on bus operators, as well as to assist in bus operations.

New Workers Added to Transit Divisions

AC Transit's family began growing again in August, with the following employees going to work:

Emeryville Division

PBX/Information: Sidney L. Baldwin, 2601 Marina Blvd., Apt. 8, San Leandro, clerk.

Transportation: Johnnie Paulding, Jr., 1525 Russell St., Apt. 7, Berkeley, mail messenger, vacation relief.

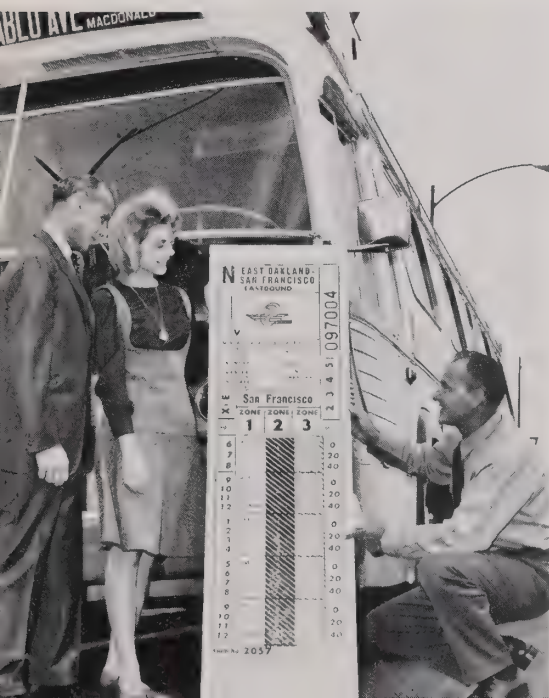
Bus Operators: J. G. Foran, 1405 Bay St., Alameda; F.C. Gazaway, 716 14th St., Apt. 3, Oakland; L. D. Bloom, 456 Buena Vista Ave., Apt. 105, Bldg. 17, Alameda.

Richmond Division

Bus Operators: D. P. McLaughlin, 1907 San Joaquin St., Apt. B-1, Richmond; W. W. Wheeler, 744 Crestview Dr., Pinole; E. E. Kirk, 12999 San Pablo Ave., Richmond; B. J. Lewin, 13613 San Pablo Ave., Sp. 186, San Pablo; D. E. Morgan, 2025 Dunn Ave., Apt. 8, Richmond.

Seminary Division

Bus Operators: J. W. Thomason, 6296 Montcalm Ave. Newark; J. M. Ayers, 254 Schafer Rd., Hayward; M. W. Welch, 1010 Peralta Blvd., Fremont.



AC TRANSIT transfers haven't gotten this big, even if privileges have been expanded. Bus Driver R. J. MacDonald just used the large version to explain "stop-off and go-again" riding in different cities served by the district. Advantages of new transfer plan were of particular interest to Del Smith, president of El Cerrito Chamber of Commerce, and Judith Rae, "Miss Contra Costa County."

JOHN F. LARSON, right, AC Transit treasurer-controller, makes payment of \$930,433 on AC Transit's bonded debt to George R. Dagnall, Bank of America vice president, who handles public agency accounts. Elmo Mazzera, left, bank vice president and general manager, holds some of redeemed bonds. Payment reduced balance of outstanding bonds to \$13,950,000.



We're Off and Rolling on United Crusade

Personal experiences with some of the challenges met during the past year by United Bay Area Crusade — including a look at the flood areas in Northern California and at the servicemen making their last stop here en-route to Vietnam — has given AC Transit employees a special interest this month in whipping up 100 per cent participation in the 1965 campaign.

The joint “over-the-top” drive, staged by the district and Division 192 of the Carmen's Union, was officially launched at a luncheon at the Athens Athletic Club, with representatives of different departments getting together to plan the crusade.

But interest already has been shown among workers who, this year especially, have seen what their United Crusade gift can buy, according to W. G. “Bill” Skilling, assistant treasurer and head of the district's effort.

Skilling said each employee would be asked to give a “fair share” to support the many voluntary agencies of the United Crusade.

“Our goal is 100 per cent participation, with each employee deciding on how much they can help with health, welfare and recreational services offered by United Crusade agencies.

“It has been suggested that a fair share for each person is one hour's pay a month for 12 months — an easy gift through the payroll deduction plan,” Skilling said.

The district drive will be conducted by division superintendents, including J. D. Goodman, N. P. Alevizos, T. P. McLean; maintenance representatives A. R. Lucchesi, Joe Enos, D. C. Rodriques; by John Krajcar from stores, Frank Curcio from general offices, and other helpers. Heading the union participation will be president L. V. Bailey.

Death Takes Pensioner

Gregor L. Espell, former street car motorman and bus operator, died Sept. 4, shortly before his 73rd birthday. Espell, who lived at Wilseyville, entered service in 1928 and was pensioned in 1958.

Our 'Stockholders' Write...

AC Transit is proud to reprint below a few of the many letters of commendation received during the month—letters unsolicited from residents of the East Bay who are owners of the transit system. Letters were selected at random to represent the quality of courtesy, service and safety demonstrated by AC personnel in their most important relationship with our customers.

This is a letter of appreciation for the pleasant, thoughtful service of the bus operator (**E. V. Costa**) with whom I rode to work most of this summer. In addition to his competence as a driver, which one tends to take for granted, he was courteous and kindly to everyone who boarded his bus . . . he quickly learned to recognize his "regulars" and looked for them as he approached the stop where they boarded, waiting a second or two if he saw them coming . . .

James McClelland
Long Beach

☆ ☆ ☆

We wish to extend a vote of thanks to your driver (**T. B. Petersen**) on the behalf of our guests that took a field trip. Through his efforts, the trip was made successful and enjoyable for our guests . . .

Adrian Scharlach
The Leamington Hotel
Oakland

☆ ☆ ☆

This note is to tell you that your bus driver No. 1705 (**C. A. Chapin**) is a most pleasant and helpful person . . . I appreciate his courtesies. When he has a blind or disabled passenger, he is most careful to see that the person is cared for . . . He drives the 43 bus which passes the Alameda County Courthouse . . . My co-workers wish there were more drivers like him.

Mrs. Mary Cliff
Walnut Creek

For 20 years I have commuted from Alameda to San Francisco . . . today we never had it so good. I am subject to car sickness when the coach is full of smoke smell . . . Driver 1760 (**R. C. Carroll**) has insisted that there be no smoking. This is especially difficult for him because some of the most stubborn smokers are women past middle age and he is a very courteous young man . . . we vote him a citation for conduct over and above required duty.

Allen Bassett
Alameda

☆ ☆ ☆

I am writing this letter in behalf of one of your operators (**Wayne Barker**) . . . I have yet to see him be anything but most courteous to all passengers, helpful in giving directions as to transferring to other bus lines and being an extraordinarily safe driver at all times . .

Mrs. H. C. Logan
Oakland

☆ ☆ ☆

. . . a group of students from Hamilton Junior High School were taken on a tour of San Francisco in two of your buses . . . the two men on the buses were (**J. D. Self**) and (**V. L. Hart**) . . . We wish to commend them for their courtesy and friendliness and driving efficiency.

Mrs. Ranada Bohenna
Oakland

ACTIONS OF THE BOARD

At an adjourned regular meeting August 25, 1965, the Board of Directors:

- Fixed tax rate for 1965-66 fiscal year at 12.5 cents per \$100 of assessed valuation, on motion of Director Berk.

At the regular meeting, September 8, 1965, the Board of Directors:

- Approved contract with Watson Communication Engineering of Richmond for consultation services on design of two-way bus radio system, at a fee not to exceed \$5,000, on motion of Director Rinehart.

Alternatives Sought on How to Meet Expenses

(Continued from Page 1)

tween the district and the Carmen's Union.

The additional wages and fringe benefits will raise the budget estimate to \$16,450,000, resulting in a deficit of approximately \$750,000 Hensel said.

Costs Top Income

Wages, salaries and employee benefits accounted during the past year for approximately 70 per cent of total district expense and have risen an average of 3.5 per cent annually — at a higher rate than income.

William H. Coburn, Jr., president of the board, has asked Hensel to develop information on four alternates to meet increasing costs.

Coburn said increased expenses

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5

could be met by revision of the fare structure, increase in tax rate, adjustments in level of service or curtailment in purchase of new equipment. In the past, revenue has been sufficient to cover operating expenses, while tax funds have been used for new equipment purchases and the retirement of \$16,500,000 in bonds issued in 1960 when the district took over from Key System Transit Lines.

With three directors absent, four directors voted in accord on a resolution to maintain the tax rate.

Director Ray Rinehart, finance committee chairman, who was out of the state, and did not attend the meeting, urged in a letter that a 2.5 cent tax increase be authorized at this time rather than deplete reserves.

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District to Experiment with Articulated 75-passenger Bus; Efficiency Gain Seen

Development was underway this month on a new concept in area transportation, an articulated bus which will carry as many as 75 passengers. Experimental use of an articulated coach was approved by the board of directors to boost transit performance and attract new riders.

The engineering firm of DeLeuw Cather & Co., was engaged to develop the bus at a cost of not more than \$35,000 and to have it ready for public demonstration and use by March.

The firm purchased a used articulated bus from Continental Trailways for \$10,000 and delivered it to Crown Coach Corp. of Los Angeles, where engineering work is underway to adapt the vehicle for transit use.

The bus will be first operated over transbay and East Bay express lines.

The present heavy seats will be replaced with comfortable, but lighter models. Fuel tanks will be relocated, an automatic transmission installed, and a new engine will be installed to furnish more power at less weight.

General Manager K. F. Hensel said the opportunity to explore and examine the articulated unit is a new approach to the bus-train concept, whereby commute services — including a far greater number of seats per

Record Rider Turnout Gives District Its Best Day Yet at Fare Boxes

Residents on-the-go kept fare boxes flipping Oct. 1, giving the district its best day yet in passenger revenue — \$47,742 collected on East Bay and transbay lines.

The tally topped the previous high of \$47,706, made on May 7 when receipts from race track service to Golden Gate Fields helped boost revenue.

The record was attributed to good weather, shopping bargains and popularity of the new “Stop-off and Go-Again” plan, which permits riders to transfer from one bus to another while continuing in the same general direction.

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scheduled are offered by a high capacity vehicle.

The bus, which “bends in the middle,” offers high-level viewing and incorporates an improved type of suspension to absorb road vibrations — resulting in a superbly smooth ride, Hensel said.

The rear axle steers with the front axle, permitting shorter turns and improved maneuverability. Although the bus would be able to operate on virtually any line, its size — 60 feet long and eight feet wide — and its ability to pick up more passengers at

Supervisor Heads Project To Raise Funds

A. P. Noorda shows he can still run a sewing machine — an activity which paid for a Mormon chapel.



WHAT MAY look like a sack full of trash to someone else is really a “square” of success to Supervisor A. P. Noorda — the burlap expert of San Leandro Second Ward, Church of Jesus Christ of Latter Day Saints.

After long years of holding two jobs — bus driver and supervisor during the day and operator of a doughnut shop in San Leandro in early morning and at night — Noorda finally attained a goal in 1962 that he had been looking forward to for 11½ years.

He sold the shop and for one month relaxed in the luxury of leisure time while working only for AC Transit. Then he got a call from his bishop.

An active member of the Mormon church, Noorda was asked to head a project of turning out 8-foot burlap squares used by Safeway Stores to haul trash.

The goal was a simple one in the Mormon faith. The ward had built a new chapel at 139th and Bancroft Aves. Before the building can be dedicated, it must be paid for — and this was one suggested way the ward could raise the necessary \$100,000.

Using an old loft at 9838 Gould Ave., and equipment they put together

themselves, volunteers from the church donated three hours a week to cut burlap obtained from India and sew them into the right sized squares. Noorda, as building fund chairman, averaged four nights a week and a Monday morning shift at the project . . . along with a lot of personal phone calls and transportation runs.

But after two years under his chairmanship, the goal was reached. The project now is being run by San Leandro First Ward, which shares the new building and must complete its fund raising before the joint dedication.

Noorda, former bus driver in Salt Lake City, went to work for Key System in 1939 and has been a supervisor since the latter part of 1941, including a wartime stint at keeping things rolling at Richmond shipyards.

He still hasn't found a “life of leisure” however, at his home, 99 Harlan St., San Leandro.

He's now president of the Elder's Quorum and as such keeps a group of about 80 men active in the work of the church, including caring for the needy, job placement, and lending a helping hand wherever needed.

Best Safety Record

RICHMOND

The best safety record in the history of AC Transit was rolled up by drivers at the Richmond Division in September — 18,601 miles per accident.

The Richmond operators cracked their own record with the tally. In May, they reached 17,434 miles per accident, surpassing previous records.

The effort gave a rocketing start to a new safety contest launched recently with coffee and doughnuts for

drivers at the three divisions. The contest has a higher safety goal of 12,600 miles per accident, compared to the previous 'bogey' of 12,450 miles.

As first winners, the Richmond operators received another treat of coffee and doughnuts — served on Columbus Day to commemorate their "safe voyage." Superintendent N. P. Alevizos appeared as Christopher himself to do the serving.

AFTER MAKING safest "voyage" in AC Transit history, drivers at Richmond Division receive their "prize" of coffee and doughnuts on Columbus day from division superintendent N. P. Alevizos, dressed as Christopher himself. Operators, from the left, are Ray Porter, Dereld Lake and Richard Sherrill.



Wage Boost Voted for Non-Union Workers

Non-union employees of AC Transit will receive a four per cent wage increase, beginning Jan. 1.

Directors voted the salary boost for approximately 175 supervisory and clerical workers. It will add about \$48,000 to district expenses for the year.

Other benefits, including welfare, pensions, holidays and vacations are expected to be covered at a future meeting.

Board President William H. Coburn, Jr., said during board discussion that the increase should at least equal the final wage offer made to union

members before recent negotiations over a new labor contract went to arbitration. The offer called for a 3.65 per cent boost during the first year of the contract.

The arbitration board awarded over 1200 members of the Carmen's Union a 5 per cent increase each year over the two-year life of the new contract, plus fringe benefits.

John F. Larson, treasurer-controller in the district, said the increase was being added to October checks and a separate payroll was under preparation covering retroactivity of the award to June 1.

Our 'Stockholders' Write...

AC Transit is proud to reprint below a few of the many letters of commendation received during the month—letters unsolicited from residents of the East Bay who are owners of the transit system. Letters were selected at random to represent the quality of courtesy, service and safety demonstrated by AC personnel in their most important relationship with our customers.

I would like to congratulate you on your ability to choose men in your organization . . . I had the real pleasure of traveling with one of the finest drivers or employees of a company that I've ever met (**George A. Walden**) . . . he was almost unbelievably polite, nice and courteous to myself and others on the bus . . . I know that in hiring people for a city or large organization like yours, it is certainly wonderful to find a man like this to be an employee . . .

Dr. Lloyd Chapman, Mayor
Clyde Hill, Washington

★ ★ ★

. . . I bought each of us a Sunday and holiday fun pass! We left home at 9 a.m. and did not return home until 9 p.m., 12 hours of so much fun and we both enjoyed it more than words can express. The bus drivers were all very courteous to us, and helped us route our trips of interest. I think this is wonderful of your company to provide customers with such nice trips all day long for 60 cents apiece. My friend and I entered 13 different buses on our 12 hour trip. That was 26 rides altogether and only cost us \$1.20 . . . Sunday we plan another interesting trip . . .

Mrs. Terry Anderson
Oakland

★ ★ ★

I have been riding the 31 Express daily since it began . . . a blind man rides the bus I take every morning.

Recently, while the streets were torn up in Oakland, the driver (**Vivian Martin**) got off the bus and helped the blind man to the sidewalk as she could not drive to the curb . . . she is helpful and courteous to everyone.

Mrs. Helen A. Shepard
Richmond

★ ★ ★

My husband and I have neglected in the two years that we have been residents of the Montclair area to tell you how much we have appreciated the service and courtesy of the drivers on the 59 run. With regret we find that operator 1612 (**Robert Freeman**) will no longer be driving the 59 . . . his courteous, pleasant manner was particularly outstanding and will be missed by a number of the passengers.

Mrs. William Gorski
Oakland

★ ★ ★

I would like to call your attention to the driver (**E. W. Luttrell**) on the 57 line . . . his concern for very small children who set out to "explore" should be commended. He stopped his bus and "ordered" a 2½-year-old, who was dangerously riding on top a small fire truck on the street, to go back home. His voice was firm, but kind and "little Johnny" moved to the comparative safety of a curb.

Mrs. Alice Rouleau
Oakland

Retirement With International Flavor

The good-byes were in three languages, but the sentiment was universal as two veteran parts clerks were given a send-off "to remember" as they took the pension trail.

Returning from vacation for their official Oct. 1 retirement, Gaston P. Salles and Erik V. Johansson were met with a round of festivities held at the Emeryville Division, but participated in by purchasing and stores; the maintenance departments of the three divisions, as well as friends from the transportation section.

The men first were taken to lunch by John Krajcar, stores supervisor, and Victor McNeely, stores room foreman. They returned to a gathering of fellow workmen and to the official presentation by Krajcar of their gold and diamond studded retirement pins.

Johansson, who lives at 489 West MacArthur Blvd., Oakland, then was presented with a gold wrist watch, while "Sy" Salles was given a fishing outfit, including a reel of French make.

Johansson, who played the flute in the Swedish army before he came to this country in 1928, expressed his

thanks in both Swedish and English: "I thank you very much. I'll treasure it all my life."

Salles interpreted the French directions on his reel, and added:

"Thank you very much for this wonderful rod . . . I think I'll go fishing next week. I don't know where they are, but with this, I'll find them."

McNeely took over at cutting a large cake — enough for the "whole gang" able to be there.

Salles, who lives at 1624 Curtis St., Berkeley, went to work as a stock clerk in 1945 after he lost his right hand in an accident which ended his career as a baker.

He compensated for the handicap by becoming a champion in the field of growing roses and making a sweep of trophies and ribbons to prove his abilities.

For Johansson, retirement will be a chance to again practice on the flute . . . and to catch up with maintenance about his home and family life.

He went to work in 1929 on the street cars; later he became foreman of trains at the Oakland yard. He moved to stores in 1938.



EVERYBODY had cake — and ate it, too — at party for Erik Johansson, left, and Gaston Salles. Victor McNeely cuts the first slice, while John Krajcar watches the distribution.



FIRST PINS for giving more than their share to the United Crusade are presented by W. G. "Bill" Skilling, assistant treasurer, to bus operators Samuel L. Morgan, Jr., center, and Carll B. Miller. Watching is L. V. Bailey, president of Carmen's Union, which is joining in the drive.

'Fair Share' Crusade Plan Takes Fire

If an unusual number of employees were wearing a "red pinned" look this month, credit might be given to two bus drivers whose dedication to "doing what I can while I can do it" launched the district on its drive for 100 per cent participation in the United Crusade.

Carll B. Miller, of 5260 Sunset Dr., El Sobrante, operator at Richmond Division, and Samuel L. Morgan, Jr., 1537 Henry St., Fairfield, driver at Emeryville, gave their "fair share" — an hour's pay per month — during the past year, then upped their pledge for the current campaign.

Other workers followed their lead, with the result AC Transit employees recorded a 800 per cent increase in "Fair Share" givers over last year.

The district also topped its quota.

As guests of honor at the luncheon which kicked off the drive, the operators were presented with the first red "Fair Share" pins awarded to district employees. Pins also were given to others who pledged 12 hour's

pay last year.

As the drive rolled into high under direction of W. G. "Bill" Skilling, assistant treasurer, an additional supply of pins was obtained for new "Fair Sharers," who included:

Executive and General Offices

K. F. Hensel, J. F. Larson, A. L. Bingham, W. G. Skilling, F. W. Curcio, V. B. Denison, B. F. Slover.

Emeryville Division

Transportation: J. D. Goodman, G. L. Modjeski, Joan Bonnetta, Donna Billings.

Supervisors: G. M. Asher, R. G. Botell, B. V. Brower, William Grauer, J. W. Hacking, M. W. Hancock, W. E. Howe, Howard Jeffries, B. S. Lyle, R. J. Shamoon, R. W. Umble, A. P. Valtakis, W. J. Wallis, L. L. Weems.

Operators: S. L. Morgan, J. P. Donahue, L. S. Roudabush, T. B. Peterson, Reba Gauer, C. B. Anderson, Howard Jones, E. I. Ryan, Robert Martin, M. C. McCormick, R. J. MacDonald, R. C. Ruffin, F. A. Tyler, J. M. Boysen, A. R. Blackmon, H. H. Christian, G. T. Jacobs, G. C. Sherwood, James Williams, F. T. Pangelinan, S. F. Rigney, F. T. Heaton, Murphy Williams, T. W. Lawson, Jr., T. R. Kenny, C. C. Ferrell, J. N. Alder, Eligie Williams, B. L. Tomlin,

(Continued on Page 7)

AC/transit PASSENGER REVENUE . . . COMPARISON WITH PREVIOUS YEAR



Transit business picked up in August after a summer lull, with both revenue and the number of passengers carried showing an increase over the same month in 1964.

Passenger revenue for the month totaled \$1,039,141, a boost of \$24,574 or 2.4 per cent over revenue of \$1,014,567 tallied in the books for August a year ago. Transbay commute sales totaled \$181,113, up 7.7 per cent over the 1964 total of \$168,216.

Number of riders carried during the month on East Bay and transbay lines reached 3,959,798, up 2.13 per cent compared to a year ago. The transit industry nationally indicated a passenger increase for August of 1.03 per cent.

Operational expenses totaled \$1,173,163 and included increased labor costs resulting from a recent arbitration award. Expenses were up 11.2 per cent over the August, 1964 costs of \$1,054,869. The district operated 1,880,033 miles of regular service, an increase of 43,101 miles or 2.3 per cent over a year ago.

Total income of \$1,297,982 was sufficient to cover operation expenses, amortization and depreciation, but was not sufficient for bonded debt requirement. The month's operation resulted in a deficit of \$58,918.

(Continued from Page 6)

Calvin Bryant, T. E. Crable, W. L. Roetzer, D. P. Foster, James Davis, J. L. Johnson, J. A. Davis, Revert Thornton, J. J. Childs, Joseph Caldarulo, L. D. Bloom.

Mechanics: E. A. Williams, Lloyd Smith.

Richmond Division

Transportation: L. L. McDonald.

Operators: C. B. Miller, Willi Wilms, R. E. James.

Seminary Division

Transportation: R. M. Detloff.

Operators: R. F. Brosamer, O. W. Perdue, E. N. Dawson, S. J. Lewis, L. L. Vadnais.

Transbay Terminal

Transportation: C. M. Walker.

ACTIONS OF THE BOARD

At an adjourned regular meeting Sept. 22, the Board of Directors:

- Authorized district representation at October annual meeting of American Transit Association, on motion of Director Copeland.

☆ ☆ ☆

At the regular meeting Oct. 7, the Board of Directors:

- Authorized discussion with City of Hayward on effect of widening Mission Blvd. on district owned property, on motion of Director Copeland.
- Extended retainer agreement with DeLeuw, Cather & Company for 12-month period, on motion of Vice President McDonnell.
- Authorized extension of Line 69 in El Sobrante upon completion of necessary street improvements, on motion of Director Bettencourt.
- Denied request for special off-route school service between North Oakland and Bishop O'Dowd High School, on motion of Director Bettencourt.
- Engaged DeLeuw, Cather & Company to develop experimental articulated bus on motion of Director Bettencourt. (See story, Page 1.)

Articulated Bus Readied for March Preview

Continued from Page 1

a single stop, initially makes it especially adaptable to commute or express service.

The bus also will make better use of road space, an attraction during crowded traffic conditions.

transit-times

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ALAN L. BINGHAM	Public Information Manager

5

- Increased salaries of non-union employees four per cent, effective Jan. 1, 1966, on motion of Director Berk. (See story, Page 3.)

- Restated policy regarding acceptance of commercial and political advertising, on motion of Director Berk.

- Approved dues increase of \$50 for membership in Berkeley Chamber of Commerce, on motion of Vice President McDonnell.

Hensel termed the experiment a "feasible and forward looking effort to develop bus service and increase patronage — one of many steps being considered which have potential of bringing benefit to the district."

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TRANSIT



For the Good of Your Community

Vol. 8, No. 7

NOV 25 1965

OAKLAND, NOVEMBER 1965

Fares for Children, Commuters Raised to Meet New Labor Cost

Bus fares will be raised for children and transbay commuters on Jan. 1 to meet mounting operational costs.

Faced with a deficit of approximately \$900,000 for the current fiscal year, directors voted unanimously, but "reluctantly," this month for the fare hike.

East Bay children's fares will be increased from 10 to 15 cents. Youngsters still will be able to ride anywhere in the East Bay, however, without paying additional zone charges.

Transbay commute fares will be upped 2 cents a ride. The hike will add 40 cents to the price of the district's 20-ride commute books.

Additional revenue from the increase for the remainder of the fiscal year was estimated by John F. Larson, treasurer-controller, at about \$300,000 a year on the basis of current patronage. The extra funds are expected to reduce the deficit to \$600,000.

The fare increases are the first to be voted by the district since it took over from Key System Transit Lines in 1960.

Under Key System, children paid adult fares, plus zone charges, except during specified school periods. The last raise in school fares was made by Key in 1958.

Transbay commute fares have remained unchanged since 1955.

(Continued on Page 7)

District Ends Fiscal Year With Passenger Gain; Expenses Mount

AC Transit ended the 1964-65 fiscal year as a solvent property, keeping within its "break-even" budget despite the problems of constantly increasing costs.

It successfully balanced revenue with expenses while maintaining and improving the quality of transportation.

At the same time, the district took a look ahead and "retooled" to meet and

Copies of the 1964-65 annual report, which features the City of El Cerrito on the cover, may be obtained at the general offices, Latham Square Building, Room 415, Oakland, or through the mail by telephoning 654-7878.

surmount changes—planning how to best use motor coach mobility in a future where modes of travel will be undergoing variations.

The year's story is detailed in the district's annual report, issued this month. Condensed in the pages are AC Transit's financial status, its health and its problems.

The report also discloses the district's long-range concepts and plans and its continued determination to operate a system that will best serve all riders and successfully compete with the family car.

The report disclosed that enough revenue was dropped in fare boxes to

(Continued on Page 4)

L. J. CIAPPONI has left bus driving to others, but not his electric railroad. Models and photographs keep the rails open to a bygone day of transportation.



Trolleys Still Roll for Senior Bus Driver

He might be AC Transit's senior bus driver, but time has not pulled the rails from under L. J. Ciapponi, 66, who gave up his place this month as top man on the seniority list.

A rail man when he went to work for the Key System in 1918 and settled down to regular employment in 1920, Ciapponi's interest has never left the trains and trolleys which captured his imagination at the beginning of his career.

They still run on his "Rawhide Western Railroad" in the backyard of his home at 1514 98th Ave.

He has made the models by hand, on a one-inch scale. And they are big enough for him to ride on around an electrical system which includes switches, a trestle, signals and a "barn" for the cars.

Life-size carriers he has recorded on film, in a collection of photographs of steam and electric roads dating back to 1928.

Buses were still in the future when Ciapponi got his first job with the Key System. Born in Richmond, he grew up with trains—and it was trains whistles that called him away after a few months on the street cars. He returned

to the trolleys on March 17, 1920—date of his seniority—working on different street car lines until he moved behind the wheel of a bus in 1935.

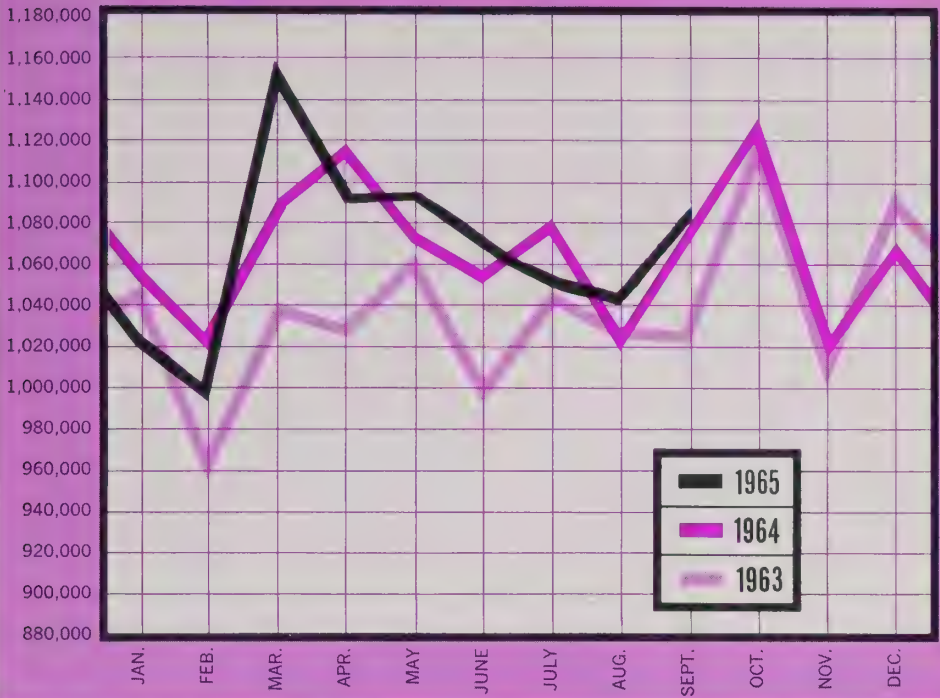
During World War II he worked on both buses and trains, then returned to straight driving, operating out of the Seminary Division. He rounded out his career on the Oak Knoll run (Line 56) before a back injury put him on the sick list. His retirement was effective Nov. 1.

When he began his camera project 37 years ago, Ciapponi was determined to photograph every common carrier in California—47 steam roads and 28 electrical systems. By the time he finished, only five lines still were in existence.

He has pursued his hobby through all the western states and in Mexico—last stronghold of the old steam engines. And he "might" go even further, scouting for a real old-timer deep in the heart of India or Africa.

In the meantime, he has his records, his photographs, his models and the "shortest street car line in the world"—two feet of track and a model of an Oakland Traction car, vintage of the 1890's.

AC/transit PASSENGER REVENUE...COMPARISON WITH PREVIOUS YEAR



Passenger revenue for September showed a slight increase over the same month in 1964, although the number of riders carried was down for the period.

Revenue from passengers totaled \$1,078,185, an increase of \$19,992 or 1.89 percent over the September, 1964 figure of \$1,058,193. Total number of riders carried on East Bay and transbay lines was 4,291,640, a decrease of 56,802 or 1.31 percent compared to a year ago.

Transbay commute sales totaled \$173,055, up 3 per cent over sales of \$168,001 in September, 1964. The transit industry nationally indicated a passenger increase for September of .41 percent.

Operational expenses totaled \$1,176,582 and were 9.3 percent over the year-ago costs of \$1,076,256. The district operated 1,876,785 miles of regular service, an increase of 29,574 miles or 1.6 percent over a year ago.

Total income of \$1,320,552 was sufficient to cover operation expenses, amortization and depreciation, but was not sufficient for bonded debt requirement. The month's operation resulted in a deficit of \$38,485.

Rider Turnout Establishes New Records

November started off with a jingle for the district, as three revenue records were tallied during the first week and a half.

Downtown Oakland riders purchased 628 Shop-a-Round passes on Nov. 1, best record yet in the number of passes sold on a single day.

Express lines took in \$2,903.41 on the same day, but that record was topped Nov. 8, when express revenue reached \$2,903.60.

A new high in local and transbay revenue was made on Nov. 9, with \$48,265 collected. Previous high was \$47,742, made on Oct. 1.

Directors Fight Battle of the Budget, Look for Ways to Increase Revenue

(Continued from Page 1)

pay for operating costs. Bond debt services and equipment renewal were covered by tax proceeds. The district was able to pay all bills and end the year with \$99,886 in the black.

But with a look at the past fiscal period and the expenditures in the year ahead, the report also made it clear that new ways must be found to increase revenue to balance books in the future.

Revenue Increase Needed

In his message to citizens of the district, William H. Coburn, Jr., president of the board, reported on steps that had been taken and were being contemplated to draw and keep additional passengers.

Although the district again has fulfilled its program of improvements, adding to its fleet of new buses and extending its operation, it must adapt "routes to the realistic, ever changing desires and needs of our service area," Coburn said, "speeding up service and concentrating on the convenience of mobile motor coach travel."

Coburn and General Manager K. F. Hensel termed the past fiscal period as one of change, in which extreme care and experience were used to maintain an expanding operating position in the face of rising costs.

Both made it clear that different approaches were involved in the future, particularly in coordinating existing facilities with the rapid transit network.

Financial grants from the federal government have cleared the way for projects which are expected to alter the format of transportation and move it further into fields "where we can successfully compete with the private automobile," Hensel pointed out.

The Northern California Transit Demonstration Project is well under-

way to efficiently coordinate AC Transit facilities and those of the San Francisco Public Utilities Commission with the San Francisco Bay Area Rapid Transit District.

While working out a practical and responsible pattern of cooperation with rapid transit service, directors of the district made it clear that AC Transit intends to continue operating East Bay and transbay buses in areas where motor coaches can feasibly provide direct, convenient transportation in response to public demand.

The district also is concerned with keeping its fleet modernized and up to date on passenger needs, Hensel said. In this field, the district is proceeding with the project of equipping the basic fleet with a two-way radio communications system, giving buses a "voice" which will speed up service and expand the ease of bus operation.

Hensel stressed that the administration has taken great care and versatility to maintain an operating position on the black side of the ledger, in a year which has been difficult for business on all levels.

District Statistics

During the past year, the district carried 53,275,300 passengers, up 0.44 per cent over the year before.

Passenger and charter revenue totalled \$13,184,778, an increase of 0.9 per cent. Operating expenses reached \$13,320,498, up 3 per cent.

On East Bay lines, revenue was down 2.13 per cent compared to the year before. Transbay travel continued to grow, with a revenue increase of 4.29 per cent.

Biggest growth was on intercity express service, with revenue from the seven lines showing a 12.28 per cent boost over the amount dropped in fare boxes a year ago.

Young Rider Celebrates a Milestone

An AC Transit bus was the happy theme of a birthday party, arranged again this year by Operator Joseph Ostle for one of his favorite young commuters.

Ostle planned the party for the second birthday of Michael Mitchener, but there was a difference between the event staged this year and the party that marked the boy's first birthday.

Last year, Mike, with both legs in a cast, was carried by Ostle aboard a Line R transbay bus in Hayward, so he could celebrate his birthday on one of his regular trips to Shriners' Hospital for Crippled Children in San Francisco.

This year, Mike could run like any two-year-old to meet Ostle at Park St. and Santa Clara Ave. in Alameda for a bus-side party.

Born with deformed feet, Mike was encased in hip-high casts until May 6. When they were removed, doctors expected it would take some time before the youngster would learn to walk and run.

By a month later, Mike had discovered legs weren't something to

MICHAEL MITCHENER, 2, was able to run to his birthday party this year—to pick up an express flag and cake from Operator Joseph Ostle.

drag when you crawl. According to his great grandmother, Mrs. Etta Henderson, he hasn't "stopped running."

Although Ostle lost his little commuter when his mother, grand parents and great grandmothers moved to 301 Balboa Ct., Alameda, he has kept in touch and visits him often.

He planned the surprise party at a stop near the boy's home, on his own day off. Waiting for Mike was a birthday cake decorated with a Transit Liner, and an express flag. Ostle also gave him another toy bus, a smaller version of the working model of an AC Transit coach, presented last year.

All-out Giving Breaks United Crusade Record

Pushed along by a record 800 percent increase in "Fair Share" givers — and by active, dedicated work on the part of campaigners — AC Transit zoomed over the top this month in its United Crusade participation.

Employees topped the district's goal by 111.7 percent, pledging a total of \$17,299 to the Crusade—a new record.

Supervisors and bus drivers at Emeryville Division, especially, were credited with going "all out" in giving their "fair share" — an hour's pay each month — leading other divisions in the number who received red pins for sharing their annual pay.

In addition to those who were "pinned" last month, others who gave their "fair share" include:

Emeryville Division: L. A. Minear, Wilma Morgan, Harold Voegel, Paul F. Godfrey, Joseph Jodoin, C. L. Webster, J.P. Jones.

Seminary Division: L. F. Quinton, P. W. Hadden, Harry C. Gilmore.



Veterans Take Last Call

SUPERVISOR W. A. Jenkins signs off, after career in law enforcement and East Bay transportation.



When Wallace A. Jenkins retired this month, the district not only lost a supervisor, but a chief of police, fire chief, deputy sheriff and—of all things — gold dredge builder.

Jenkins spent eight years, from 1934 until 1942, building dredgers for the Natomas Co. in Sacramento. As the man in charge of steel construction, he is one of the few remaining experts in “gravel-sifting monsters,” an almost bygone part of California’s gold gathering history.

In law enforcement work most of his life, it was only natural that he also served as deputy sheriff in the Folsom area for some of that time.

Previously, he had been chief of police, fire chief and assistant superintendent in Newport, Oregon.

And before that, a patrolman in the police department at Portland.

Entering World War I as a private, Jenkins emerged two years later as an infantry captain, with a record of action on the front and post-armistice activities in Army Intelligence. Although he liked law enforcement, Jenkins switched badges to go to work

for the Key System as a bus driver in 1942 so his family could benefit from his regular hours and less dangerous activities.

Two years later, Jenkins was made a supervisor, finishing out his career with AC Transit at the Richmond Division, where his training as an officer frequently was of invaluable assistance.

Fellow supervisors hosted Jenkins at a farewell party at the home of Robert Shamoon in Hayward before his retirement, presenting him with a radio and an ashtray, with the district emblem.

Jenkins, who lives at 820 Elm St., El Cerrito, plans to spend more time now with his daughter and grandchildren and to do “a lot of hunting and fishing.”

A “little deer hunting” also is one of the projects of Bert L. Wheable, another of the veterans who left on Nov. 1.

After 21 years of herding trains and buses, Wheable plans to spend most of his time, however, “herding” his own cattle at his small ranch at Acampo, near Lodi.

He went to work for the Key System in 1944 as a motorman, serving on the trains and street cars until he switched to bus driving in 1958. He retired from Emeryville Division.



B. L. Wheable

First Transbay Commute Fare Increase In 10 Years Voted to Meet Cost Rise

(Continued from Page 1)

William H. Coburn, president of the board, attributed the fare hike to an "uncontrollable rise in the cost of labor, which accounts for approximately 80 per cent of operating expenses.

"We have no reserves with which to meet such a deficit and our growth will not absorb it. As a consequence, we must look to new revenues to meet this crisis. The only available source at this time is through an increase in some fares."

Coburn said the basic reason for such low school fares no longer exists.

"There was a time when most youngsters rode during off-peak hours when ample seats were available. Now, more and more are riding during peak periods, requiring more equipment.

"Other major cities receive large subsidies from local school systems to equalize the difference between adult and student fares", Coburn said.

"This is not the case in the East

IN MEMORIAM

Death has taken three transit veterans, including one whose service dated back to early Key Route days.

John B. Dexter, who died Nov. 2, went to work on the street cars in 1909, serving as a motorman until Mar. 1, 1946. He died one day before his 83rd birthday. Before his illness, Mr. Dexter lived at 10454 Longfellow Ave., Oakland.

Innocente Gusmeroli, of 1626 Kearney St., El Cerrito, died Oct. 25, before his 89th birthday. He worked as a car cleaner at the Oakland yards, entering service in 1919 and retiring in 1947.

James R. Wills, 77, who died Oct. 6, went to work as a motorman in 1919, switching to bus driving in 1928. He was pensioned in 1949 and resided at Foresthill, near Auburn.

Bay", he added.

A rider survey, made earlier in the year, indicated the number of youngsters using district service had jumped from initial estimates of 37,000 on each school day to a new figure of 52,000.

Col. Robert M. Copeland, director at large, noted that AC Transit was one of the very few large transit properties which had not raised fares just within the past two years.

Non-Contract Workers Given New Wage Hike

District employees who are not covered by a union contract will receive the same five percent wage increase and other benefits as recently granted to the district's unionized workers under terms of an arbitration award.

The board of directors this month voted equitable wages and other benefits for approximately 175 supervisory and non-contract workers. The total increase for wages and other benefits will add about \$115,000 to annual district expenses.

The decision by the directors will take effect Jan. 1, 1966. An extra holiday and other benefits, including welfare, pensions and vacations were covered in the board's decision.

The arbitration award affected over 1200 workers who belong to Carmen's Union, Division 192. Pay increases and benefits included in the arbitration award were estimated at \$2,100,000 for the two-year life of the contract.

More Information

A note or phone call to the transit district, 654-7878, will place your name on the mailing list for Transit Times if you are not already regularly receiving a copy of the monthly newsletter.

ACTIONS OF THE BOARD

At adjourned and regular meetings Nov. 10, the Board of Directors:

- Approved service expansion on lines 34, A and R, on motion of Director Copeland.

- Adjusted salaries and other benefits of non-contract personnel, on motion of Director Copeland. (See story, Page 7).

- Retained General Appraisal Company of San Francisco to appraise district buildings and equipment on motion of Director Rinehart.

- Raised East Bay children's fare 5 cents, on motion of Director Bettencourt. (See story, Page 1).

- Raised transbay commute fare 2 cents, on motion of Director Rinehart.

- Renewed public liability insur-

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ALAN L. BINGHAM	Public Information Manager

ance policy for another three-year term, on motion of Director Rinehart.

AC Transit Family Boosted by New Employees

Employees hired recently include:

General Offices

Data Processing: John L. Ebbinga, 4459 Masterson St., Oakland, tab machine operator.

Accounting: Wilma D. Campbell, 3 Cabana St., Vallejo, junior clerk.

Emeryville Division

Maintenance: Joshua S. Harman, 1525 Cherrywood Dr., Martinez; James H. Palmer, 33 Westbrook Ct., Concord, service employees.

Bus Operators: C. F. Donnelly, 2121 Concord Ave., Concord; R. S. Parr, 2445 Encinal Ave., Alameda; Sterling Robertson, Jr., 1706 Grove St., San Francisco; J. D. Jones, 1590 Chestnut St., Livermore; Allen Robbins, 60 Wilson Way, Milpitas; L. A. Sword, 9320 Plymouth St., Oakland; H. W. Gerlach, 2748 Junipero Serra Ave., Daly City; R. S. Totten, 1006 Central Ave., Apt. D., Alameda; D. W. Dehn, 2265 Powell St., Alameda; R. T. Wing, Jr., 14744 Washington Ave., San Leandro; O. H. Chadwick, 1280 Page St., San Francisco; John Pauding Jr., 1525 Russell

St., Apt. 7, Berkeley; Daniel Wilson, Jr., 1806 West St., Apt. 1, Berkeley; A. L. Darrigo, 530 41st St., Apt. 12, Emeryville; G. A. Morris, 66 Monte Vista Ave., Oakland; Hershel Edwards, 1572 Brentwood Ct., Walnut Creek.

Richmond Division

Bus Operators: D. L. Teach, 3302 Yosemite Ave., El Cerrito; H. E. Hofman, 1700 Market Ave., San Pablo.

Seminary Division

Maintenance: Richard Prewitt, 3908 Randolph St., Oakland, service employee.

Bus Operators: J. L. Railsback, 2946 Schyler St., Oakland; K. T. Kile, 1645 54th Ave., Oakland; D. R. Chipman, 4572 La Salle Ave., Fremont; G. B. Terry, 40442 Leslie Ave., Irvington; G. A. Huntington, 1417 46th Ave., Oakland; R. A. Johnson, 446 Lexington Ave., Hayward; R. L. Hornage, 2604 Grande Vista Ave., Berkeley; G. W. Long, 250 W. Jackson St., Apt. 51, Hayward; L. E. Keplinger, 6638 MacArthur Bldg., Oakland.

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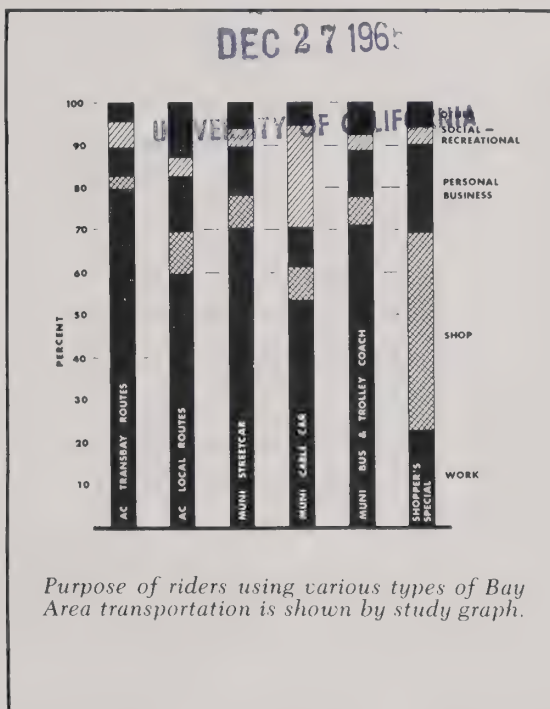
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First Report on Travel Survey Confirms Big Commuter Use of AC Transit Buses

AC Transit buses are preferred by nearly half of the East Bay commuters who travel to and from San Francisco during peak hours. Comprehensive travel inquiry, has emerged characteristics to determine the ultimate transportation market and plans for the future coordination of AC Transit, Bay Area Rapid Transit and

Most of these passengers have at least one car. Some of them — 20 percent — drive to bus stops to board their coach. San Francisco Municipal Rail- way.

The rider survey formed the initial phase of the Northern California Demonstration Project, established with the help of federal funds, to plan a practical method of coordinating East Bay and San Francisco service with rail transit. AC Transit patrons cooperated in the study last June, by answering questions con- cerning trip origin, destination, time and purpose of travel and automobile ownership. A similar survey also was made among riders of Muni service. More than 250,000 passengers were



These points were among findings developed from the most comprehensive public transportation study ever undertaken in the Bay Area.

From this composite picture, developed by computer analyses after a

More than 250,000 passengers were

(Continued on Page 2)

Transit Survey Reveals 'Park-n-Ride' Popular Among Transbay Bus Commuters

(Continued from Page 1)

interviewed and an "amazingly high" number of 125,626 returned their questionnaires. John Curtin, of Simpson and Curtin, transportation consulting firm conducting the survey, said the response was over 50 percent—and only 20 percent was needed for a good cross section.

Among AC Transit riders, the results were even better, with over 60 percent answering questions which will help develop a pattern of routes and services of the future, including feeder bus operations to connect with BARTD facilities.

The data revealed that 23,600 East Bay residents travel via AC buses to downtown San Francisco.

Oakland Lures Shoppers

Downtown Oakland attracts 21,928 transit riders. Significantly, nearly 11 percent of East Bay Transit riders are shoppers, as compared to only 3 percent who travel to San Francisco on shopping trips.

In the East Bay, 60 percent of district passengers are using local service to get to and from work. In addition to shoppers, over 13 percent are bound on personal or business errands, and 4 percent are traveling for recreation.

Of the transbay riders, nearly 80 percent are going to work.

Although AC Transit coaches comprise only 3 percent of the total transbay vehicular traffic, they carry nearly 45 percent of the travelers into downtown San Francisco.

Some 20 percent of transbay riders use an automobile to reach the bus, parking on the East Bay side and continuing to downtown San Francisco by bus.

The survey determined that bus service is comparatively direct on both AC and Muni systems, with only one

out of three riders finding it necessary to transfer to a second vehicle to complete a journey. Only 19 percent of local riders transfer from one bus to another to reach downtown Oakland.

Switch to Transit

The high percentage of transbay patrons who "park and ride" indicates that automobile drivers are willing to switch to public transportation and, with still faster rail service, "more can be influenced to switch," according to B. R. Stokes, BARTD general manager.

Of AC Transit's transbay passengers, 80 percent own at least one automobile and about half of them have it available for their trip.

The survey was one of the first steps in a \$792,500 demonstration project shared in by AC Transit, the City and County of San Francisco, the rapid transit district and the Federal Housing and Home Finance Agency.

Purpose of the year-long study includes coordination of local service routings with rapid transit lines and stations, and development of joint fare and transfer structures and fare collection systems.

The study should prove to be of special benefit in reshaping East Bay bus routes to better serve today's traveling public, according to K. F. Hensel, AC Transit general manager.

Kohl Named to ATA Post

John C. Kohl, assistant administrator of transportation for the Federal Housing and Home Finance Agency, who worked closely with Bay Area transit groups to develop the federal sponsored Northern California Transit Demonstration Project, will leave his governmental post on Jan. 1 to join the American Transit Association as executive vice-president.



Golden Wheel Winner

CLINTON DRYER, National Safety Council official, left, presents Golden Wheel Award to Operator Joseph Ostle. D. J. Potter, transportation manager, adds his tribute.

Joseph I. Ostle, 59, driver at Seminary division, was wearing a new pin this month as December winner of the "Golden Wheel Award for Distinguished Service."

A panel of judges named Ostle for the honor, paying tribute to the driver's humanitarian efforts in behalf of passengers and his contributions to the district's efforts of improved customer friendliness.

Award judges also noted that Ostle had not had a single chargeable accident since 1960 and has had no adverse entries on his record since the district took over from Key System.

A driver on the transbay R line, Hayward-San Francisco, Ostle received a \$50 U.S. Savings Bond, lapel pin and award certificate.

The presentation was made by Clinton Dryer, executive director, East Bay chapter of the National Safety Council — and one of the judges — in a ceremony at the AC Transit executive offices in the Latham Square Building, Oakland.

Other judges include L. V. Bailey, president of the Carmen's Union, Division 192, and Harvey Scott, presi-

dent of the district's advertising agency.

Ostle's picture, with brief details of the basis for the award, was posted in 10 king-sized advertising frames on district buses. Photographs and stories also were used by newspapers.

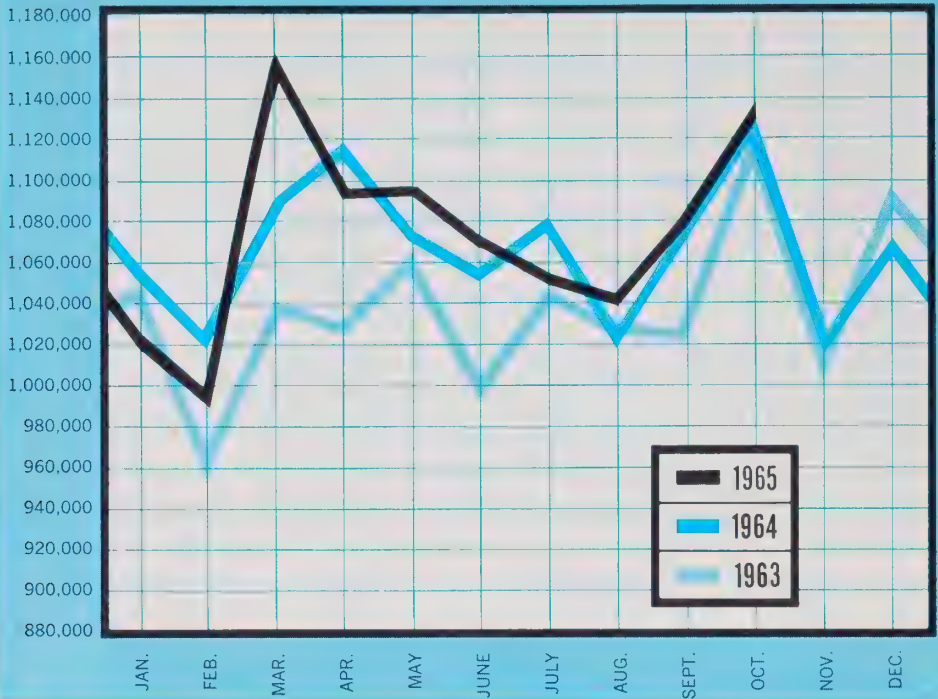
The judges said Ostle had been nominated by letters submitted from inside and outside the district.

The driver twice has planned birthday parties for a former young commuter, Michael Mitchener, 2, and, with other drivers, has devoted considerable time to Harry Cordellos, blind San Francisco youth now completing studies at California State College in Hayward.

A former gold miner in Lead, S. D., Ostle went to work for the Key System as a street car operator in 1942. He served overseas in the Pacific area with the Army in World War II, returning to the street cars at war's end.

Ostle switched to bus driving in 1948, worked on the trains as a conductor from 1952 to '58 and then went back to driving a bus. He lives with his wife, Anna, and a son, Joseph, 14, at 4433 Brookdale Ave., Oakland.

AC/transit PASSENGER REVENUE . . . COMPARISON WITH PREVIOUS YEAR



Passenger revenue and the number of riders carried during October showed a decrease compared to a year ago.

Revenue totaled \$1,127,963, a decrease of \$6,160 or 0.5 percent below the \$1,134,123 collected in October, 1964. The number of riders carried on East Bay and transbay lines totaled 4,629,404, a drop of 3.92 percent below the 4,818,397 who used AC Transit buses in the same period last year.

Transbay commute sales showed a drop of 0.9 percent, with a total of \$182,573 compared to the October, 1964 figure of \$184,164.

Operation and maintenance expenses totaled \$1,170,991, an increase of \$80,053 or 7.3 percent over year-ago costs of \$1,090,938. The district operated 1,947,238 miles of regular service, a decrease of 19,424 or .99 miles below a year ago.

Total income of \$1,382,375 was sufficient to cover operation expenses, amortization, depreciation, and bonded debt requirements. The month's operation resulted in a net income figure of \$28,969. For the first four months of the new fiscal year, however, the district operation has totaled a deficit of \$130,215.

Emeryville Driver Dies after Short Illness

Bus driver Thomas R. Kenny, one of the long-time operators at the Emeryville division, died Oct. 25 — on his 39th birthday. The driver, who resided at 465 Edwards St., Crockett, had been on sick leave three weeks.

Mr. Kenny entered service in De-

cember, 1957, and had worked since that time out of the Emeryville division.

He is survived by his wife, Teresa, and four young children, Pamela, Muriel, Dennis and Thomas.

Funeral services were in Crockett.



SANTA CLAUS EXPRESS rolled this year as a sleigh, with perky reindeer and Santa himself, flying across a star-studded sky. St. Nick—Nicholas P. Alevizos—played Santa for young riders, left, sometimes found them reluctant to step aboard.

Christmas Bus Carries District's Cheery Greetings

The district's "Season's Greetings" sparkled on major East Bay and transbay lines this month, carried by a sky-blue bus transformed into Santa's sleigh.

The bus continued a three-year tradition of expressing, to all residents, a happy holiday wish.

It was operated in regular service, startling some riders who didn't expect to climb aboard a decorated bus for a routine journey.

A number of others, however, kept tabs with Transit Information and made special trips to give themselves, as well as youngsters, the fun of riding a make-believe sleigh.

Although regular operators were at the wheel, the district's own St. Nick, Nicholas P. Alevizos, superintendent of the Richmond division, rounded out 35 years of playing Santa Claus by riding the bus during the pre-Christmas period.

Helping him out was another Santa from district ranks, Fred Clarrage of the Claims Department.

The bus was a tribute to a special

effort, on the part of district workers. Painters gave the coach a metallic blue background, with silver stars of different sizes and a yellow moon.

Cut-outs were made of Santa in a sleigh and teams of reindeer, light in billowing clouds. They were painted in oils by Richard Jerome, 46, of 41615 Carmen St., Fremont, maintenance clerk at Seminary division.

A former professor at the California Chiropractor College and a one-time "pro" at baseball, football and fighting, Jerome turned out a professional job of art, although he hadn't "dabbled in oils" for 15 or 20 years.

The sleighs and reindeer traveled down each side of the bus, while "Season's Greetings" twinkled from the front and the rear.

The bus was assigned to each division, to operate on different lines and to make trips to the Transbay Transit Terminal, where the sleigh — and St. Nick — added a bit of cheer for commuters.

The traveling sleigh also took part in community festivities.



Think you have traffic problems now? Early photographs, published in a recent issue of "Truck Power," indicate Chicago had a bit of congestion in 1910, before the days of stoplights. The magazine, published in Detroit, identified photo above as Dearborn and Randolph Sts., where tie-ups like this were frequent. Below, "horse-power" effectively blocks South Water St.



It's Goodbye to Work—and End of Years Of Transportation—for District Veterans

The end of the year also brought an end to long years of dedicated work on the part of a number of employees, whose retirement closed a personal era of varied transportation history.

Heading the list of "old-timers" is **Leo P. Hahn**, 4049 Waterhouse Rd., Oakland, with 46 years of service. A mechanic, Hahn had worked for the last 10 years keeping the machines clicking in the counting room.

Operators who took their pension included:

Stanley Hergatt, 2004 80th Ave., Oakland, former S.F. "Muni" motorman who came to Key System as a trainman in 1945 and switch to bus driving in 1958.

Arthur J. Hogan, 1609 Curtis St., Berkeley, who started as a conductor on the trains in 1941 and moved over to buses in 1958. He spent most of his years on Line 88 and saw a number of "kids grow up and become adults."

Frank Reeves, 1827 33rd Ave., Oakland, another who went to work as a rail operator in 1948, becoming a bus driver in 1948.

William E. Reid, 2618 65th Ave., Oakland, clocked his time, 21 years, behind the wheels of a bus, before turning in his badge.

George E. Spomer, 180 Montecito Ave., Oakland, entered as a bus driver in 1944, became a trainman in 1953 and went back to bus driving in 1958 when the trains ended.

Winthrop Spring, 2548 McBryde Ave., Richmond, was hired as a motor coach operator in 1941, became a dispatcher in 1943, returned to driving in 1945, spent some time dispatching in 1954, then back to driving ever since.

Roland Sulsberg, 14637 Pansy St., San Leandro, another rail operator with seniority dating back to 1944, was behind the bus wheel for the past 18 years.

James O. Perdue, the district's Golden Wheel Award winner for April, also has turned in, after 15 years on the 23rd Ave. line.

Perdue, who lives at 2437 67th Ave., Oakland, went to work in 1945 as a rail operator and has been driving a bus since 1948. He has spruced up a home repair shop, but plans eventually to take up a pulpit as a minister.

The maintenance department also lost these veterans:

Andrew Pavich, 5606 Harmon Ave., Oakland, who went to work as a cleaner at Emeryville division in 1945 and moved to Seminary as a mechanic in 1948. A World War I veteran and Nevada silver mine timber man, he previously was a steel worker on bay area buildings.

Louie Accomazzo, 108 Echo Ave., Oakland, who went to work as a trackman in 1941, moving up to become a mechanic Class A, and a leadman.

Louis M. Brown, maintenance foreman at Richmond division. He lives at 631 16th St., Richmond and has a service record dating back to 1945, with 13 years as foreman.

Yuletide Service Hits New Revenue Records

Holiday shoppers boosted the district's revenue to a new record on Dec. 3, with \$49,560 collected on local and transbay lines. The previous high was reached on Nov. 5, when \$48,264 was tallied.

Increasing use of the intercity express also resulted in a series of new records in November and December. Starting on Nov. 1, when local express lines took in \$2,903, revenue has jumped consistently, breaking seven records. The last high, on Dec. 6, was \$3,144.

ACTIONS OF THE BOARD

At an adjourned regular meeting Nov. 24, the Board of Directors:

- Authorized Director Copeland to represent the District at annual meeting of California State Chamber of Commerce, on motion of Director McDonnell.

* * *

At the regular meeting Dec. 8, the Board of Directors:

- Approved inauguration of Saturday service on a portion of Line 91 (Castro Valley) and weekday freeway commuter service on Line L between El Sobrante and San Francisco, on motion of Director Bettencourt.

Network Expanded by Fast, Direct Service

Service was speeded up, extended into new areas and boosted by additional equipment this month.

First bus service for the apartment house area west of Lake Merritt was provided by extending alternate day-time trips on transbay Line A to a new terminal at Kaiser Center.

While one trip continues to circle the east side of Lake Merritt to Grand Ave. and MacArthur Blvd., alternate schedules are operating in the Jackson and Harrison Sts. areas, offering direct access to downtown Oakland and San Francisco.

"Freeway Flier" commuter service to the center of Oakland and across the bay also was provided for Castro Valley and east San Leandro residents

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by extending peak hour schedules on the Line 34 express and transbay Line R over a new portion of the MacArthur Freeway.

Line 34 buses, originating in Castro Valley, were operating via the freeway, cutting 35 minutes from previous traveling time to downtown Oakland.

Rerouting of certain schedules on the R line over MacArthur Freeway from Castro Valley also sliced 15 minutes from commute time.

Local service on the portion of Line 91 operating between Castro Valley and downtown Hayward was increased by extending operations to include Saturdays.

Riding time was shaved for San Pablo and El Sobrante commuters by rerouting half of the service over Eastshore Freeway.

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